

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., SEPTEMBER 25, 1904.

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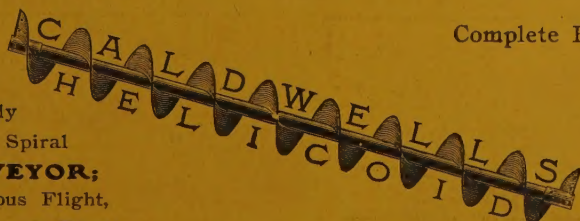
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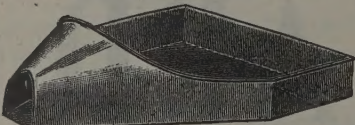
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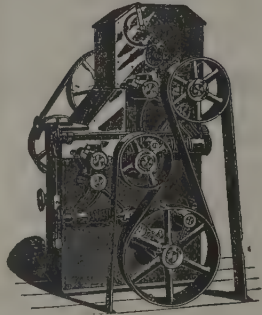


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N. B.—WRITE FOR OUR CATALOG "A"

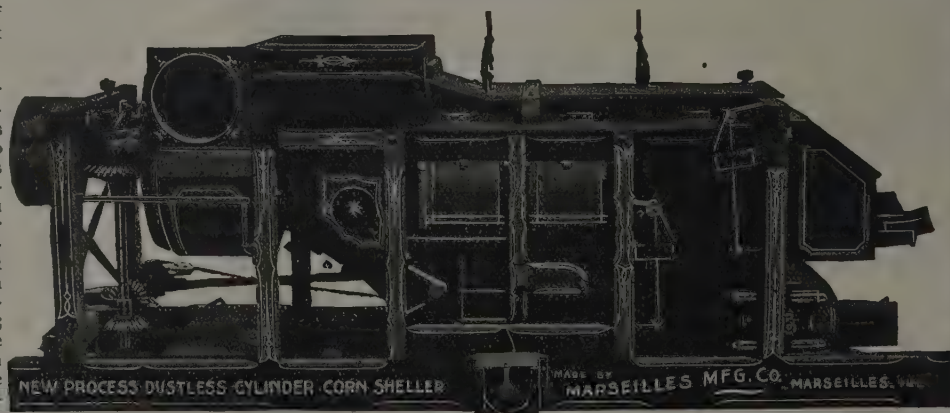
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SHELLS WELL AND CLEANS CLEAN

Takes all the corn off the cob. Does not crack or grind the grain.

This combined sheller and cleaner has vibrating cob and grain shoes hung on springs; also blast and suction fans and thoroughly separates the shelled corn from the cobs and other refuse. This style sheller can be furnished with or without ear corn feeder, shelled corn elevator or cob carrier; either one or all can be attached and driven from the machine. Made in four sizes with capacities ranging from 250 to 1200 bus. per hour.

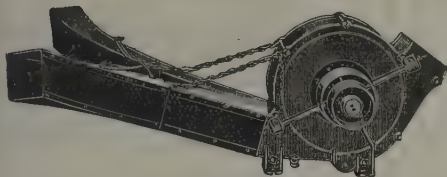
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Yours truly,
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Neither Mr. Strong nor the man who did his work, knew anything about installing the loader, so had nothing to go by except the instructions which we send with each machine. This shows that any man who is competent to set other machinery can put in a Boss car loader, and that if our directions are followed, the machine will give satisfaction. If you do not know anything about the machine write us to send you one on trial. We know you will be pleased with it. When ordering state about how fast you wish to load as we make them in different sizes.

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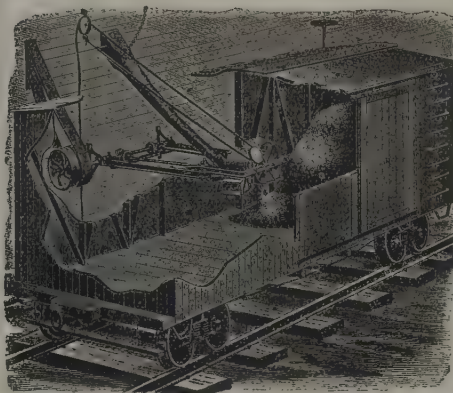
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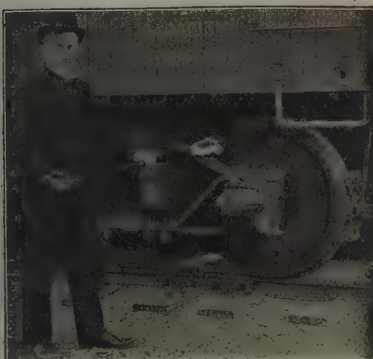
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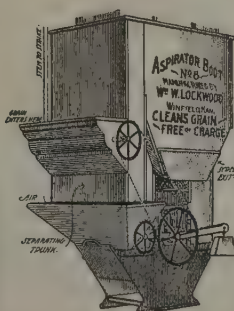
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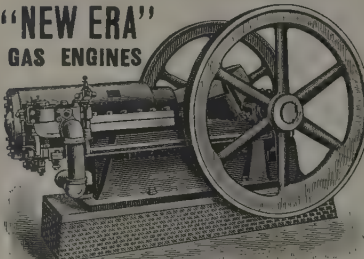
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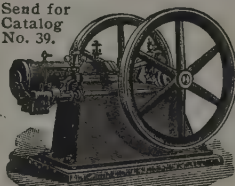
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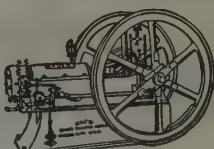
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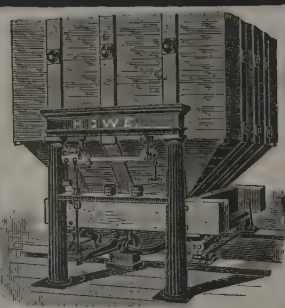
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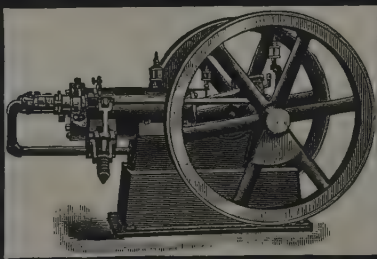


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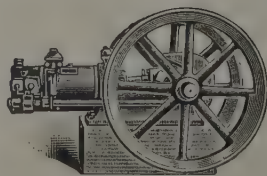
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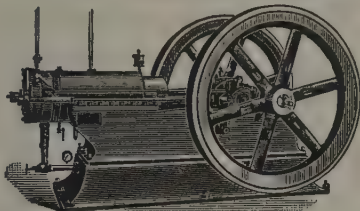
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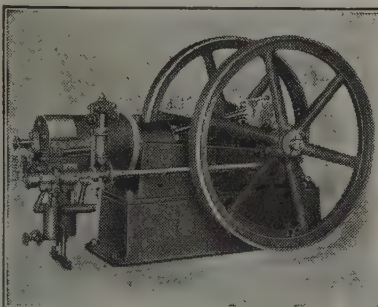
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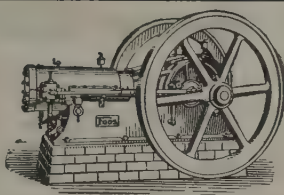
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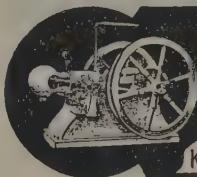
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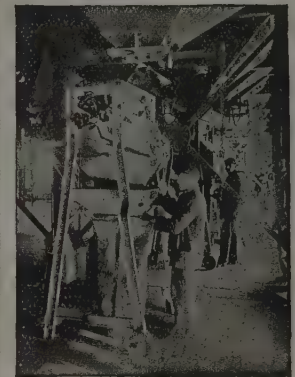
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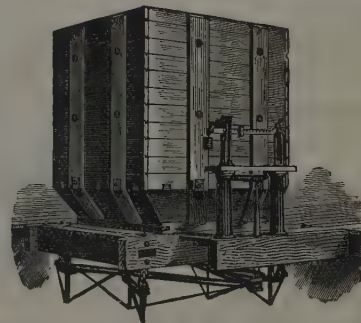
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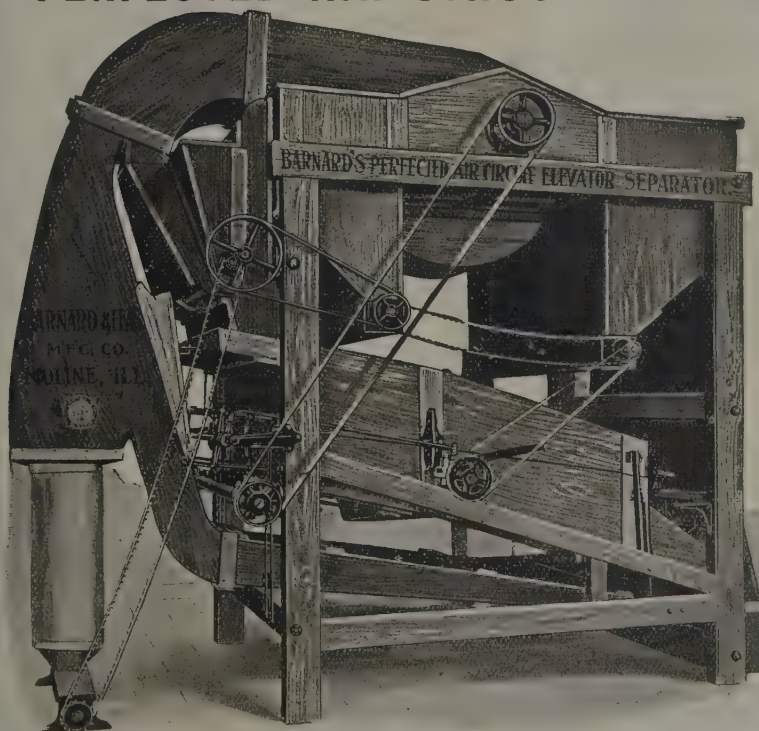
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North Star Maltng Co., "	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co., "	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City,	500,000	Wisconsin Malt & Grain Co., Appleton,	200,000
Memphis Elevator, Kansas City,	300,000	Granite City Maltng Co., Granite City, Ill.	200,000

We are constructing at the present time under same patents the following list of fire proof plants.

	bushels		bushels
Schlitz Brewing Co., Milwaukee,	550,000	Texas City Imp. Co., Texas City, Tex.,	500,000
Washburn-Crosby Milling Co., Buffalo,	300,000	Millbourne Mills Co., Philadelphia,	200,000
Canadian Northern Ry. Co., Pt. Arthur,	2,500,000		

The following are a few of our largest wood constructed elevators.

	bushels		bushels
Calumet Elevator Chicago,	1,000,000	Maple Leaf Elevator, Kansas City,	1,000,000
Minnesota Annex, Chicago,	1,000,000	Burlington Elevator, St. Louis,	1,000,000
C. M. & St. P. Ry., Itasca,	1,125,000	Grand Trunk Elevator, Portland, Me.,	1,000,000
Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal, "	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & Western Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
Standard Milling Co., Duluth,	1,000,000	Hoosac Tunnel, Charlestown, Mass.,	1,000,000
Empire Elevator Co., Minneapolis,	2,500,000	And hundreds of smaller houses.	

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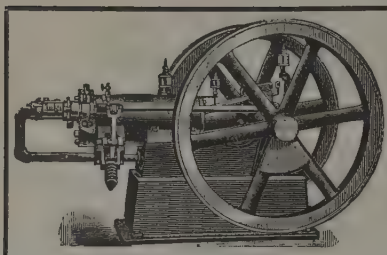

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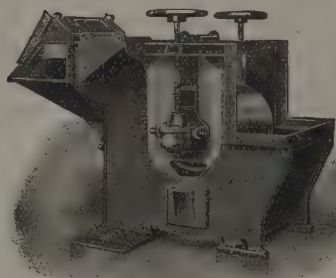
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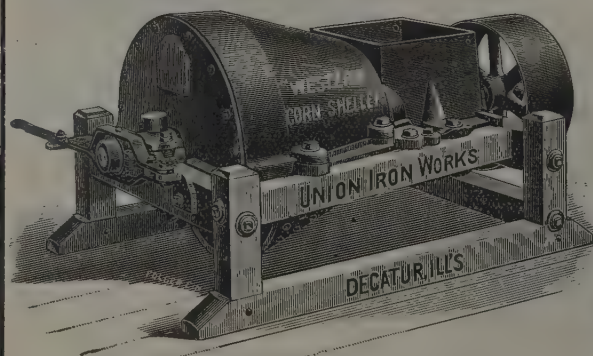
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It is worth its
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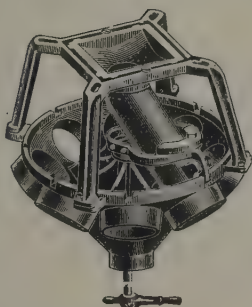
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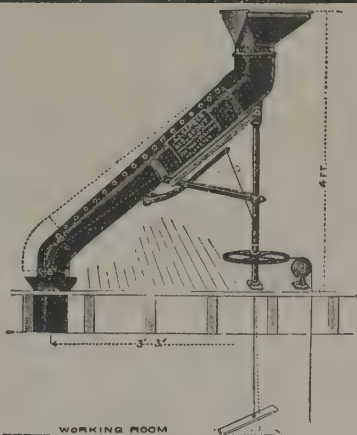
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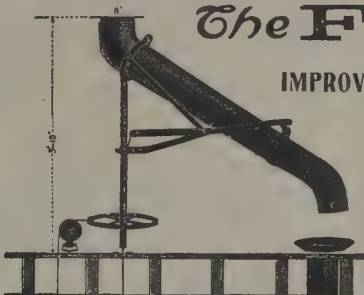
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ELEVATOR for sale in one of best grain counties northern Indiana. No competition; good local trade; flour, feed, coal. Handle hay and wool as side lines. big general store will take half interest. Address C. C. & L., Box 6, Grain Dealers Journal, Chicago, Ill.

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STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

MISCELLANEOUS.

LIST YOUR ELEVATORS and mills for sale with me. Have cash buyers. Aaron Smick, Decatur, Ill.

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A practically new 40 h. p. boiler, a 65 h. p. engine, several engines from 6 h. p. to 12 h. p. with boilers. Scales, grain hoppers and lot of planing mill machinery. Also a fine cabin gasoline launch at half price. Address Gillett & Eaton, Lake City, Minn.

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A valuable water power, in a first-class wheat section of Missouri, is available for the location of a flour mill of from 1,000 to 3,000 barrels daily capacity. Very cheap power can be produced. Many other excellent openings and valuable opportunities exist along the lines of the



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FULL outfit of machinery of 50-bbl. roller mill for sale. C. J. Kreisel, Olmitz, Kans.

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FINE 100-bbl. Ohio mill and elevator in best wheat belt. Modern 3-story brick; 3-high feed mill; on Big Four R. R. Good town of 1,500. Will sell cheap; owner has oil fever. Drawer D, Ft. Recovery, O.

FLOUR MILL AND ELEVATOR to exchange. Located on railroad track at Van Meter, 20 miles west of Des Moines, Iowa. Some steam power; run only two years. Modern plant throughout, 100 bbls. daily capacity. No incumbrance; cost over \$15,000. Will take that price in exchange for improved city property or farm lands. Address Chas. O. Elwood, 143 E. 4th St., St. Paul, Minn.

MODERN FLOURING MILL for sale in one of the best wheat sections of Oklahoma; located on the main line of the A. T. & S. F. R. R. Prospects for crops this year are good. This mill was built 4 years ago; is a four story frame structure, in splendid condition with a capacity of 125 bbls. of flour and 100 bbls. of meal per day; building large enough to increase its capacity to 300 bbls. of flour. Write E. A. STINSON, Guthrie, Okla., for full particulars. It will pay you to investigate this proposition.

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FLOUR MILL for sale at a bargain. For the next month I will offer for sale at a bargain my 100 bbl. flour mill with complete storage plant and everything ready to start on the new crop which is just beginning to move. This mill is situated in one of the best wheat growing districts in Manitoba, has a good local trade and a good reputation; good water; nearest mill, 25 miles west. The mill is a feeder for branch line which runs out of here for a distance of 100 miles through a well settled district. If you want a snap now is your chance. Apply to C. F. Travis, Elkhorn, Man., Canada.

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1 600-bu. Fairbanks Hopper Scale, compound beam, and levers to bring beam below, \$125.00
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All of the above are thoroughly refitted. Address, Allen P. Ely & Co., Omaha, Nebr.

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LARGE WOOLEY automatic gas engine for sale; guaranteed. Address A. G. Schonacker, Indianapolis, Ind.

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ONE 15 to 17 h. p. Pierce gasoline or gas engine with compressed air starter, for sale at a bargain. In first-class condition; used but about six months. Address Hart Grain Weigher Co., Peoria, Ill.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

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WEBSTER GASOLINE ENGINE, self-contained, 3 h. p., with electric spark and tube\$100.00

WEBSTER GASOLINE ENGINE, vertical, 4½ h. p., with electric spark and tube\$125.00

KANE, 4 h. p., first-class condition, with electric spark.....\$100.00

STICKNEY, 4 h. p., latest improved, complete\$100.00

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WITTE GASOLINE ENGINE, 10 h. p., good condition.....\$100.00
Address Allen P. Ely & Co., Omaha, Neb.

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BARNARD & LEAS Cleaner, No. 3, for sale cheap. F. G. Ely, Traders Bldg., Chicago.

STERLING CAR LOADER, in good shape, for sale cheap. Used one year. Brint Robbins, Washburn, Ill.

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

NO. 1 VICTOR sheller and No. 1 Cornwall cleaner for sale; both in perfect condition. Horner Elevator & Mill Co., Lawrenceville, Ill.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 20. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

INVINCIBLE OAT CLIPPER, No. 9, for sale. Capacity 1000 to 1,200 bu. per hour; practically new. Address 1901 Broadway, Cleveland, Ohio.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

FOR SALE dirt cheap: 4 Richmond round reels; 1 double stand, 7x4 rolls; 1 Noye sieve scalper and grader; 1 Richmond flour packer; 1 Gardner blender; pulleys, shafting, sprockets and chain. Address John M. Hornung, Greensburg, Ind.

FOR SALE—One No. 2 Western Sheller; one No. 2 Western Cleaner with fan; 70 feet 4-ply rubber belting, 13½ in. wide, with 43-7x13-in. iron buckets attached, iron pulleys for head and boot, capacity 500 bu. per hour. L. P. Allen, Greenfield, Ill.

ONE NEW Sandwich mounted corn sheller and cleaner combined for sale; capacity 3,000 bu. per day. It cleans clean and discharges into car, wagons or sacks, and same with cobs; long drag to draw corn to sheller. Will take less than \$200.00 f. o. b. It cost \$400.00. Address H. C. Tinkham, Latty, Ohio.

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EXPERIENCED BOOKKEEPER wants position with good grain firm. Address Box 164, Harris, Iowa.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

FIRST-CLASS MAN wants position as manager of elevator; best of references; 16 years experience. Address, A. H. Walls, Ridgefarm, Ill.

SITUATION WANTED as manager of country station. Fifteen years experience. W. D. Foresman, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager grain elevator. 15 years experience. Best of references. Am familiar with coal. Address Geo. Brown, Lock Box 681, Algonia, Ia.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator; 15 years experience in grain and seeds; good book-keeper. Can fill any place. References. Address, Fremont, Box F Glendale, Ky.

POSITION WANTED to buy grain and run elevator for some elevator firm. Can give best of references. Have had five years practical experience. Address Box 626, Rantoul, Ill.

SITUATION WANTED by young man having general elevator and office experience; best of references as to ability and character. Address Has, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED, 15 years experience in grain inspection and elevator. Will take a country elevator as manager and buyer. Good references. Address Edward, Carrier No. 12, Peoria, Ill.

POSITION WANTED in Chicago grain office by a young man; two years experience in office of Reynolds Bros., Toledo, O., to whom I refer. Address W. R. Allman, 2439 Vermont Ave., Toledo, O.

WANTED A POSITION to run elevator; complete charge. Salary or profit sharing plan; latter preferred. Preference, Ohio; 12 years experience. Address, Albert Box 5, Grain Dealers Journal, Chicago, Ill.

A THOROUGH, up-to-date grain man with 12 years experience in shipping business, with large acquaintance both East and West, desires to engage with some good Western house where ability and thorough knowledge of business will count. Address Draw Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as traveling salesman or book-keeper; age 23; four years experience in bookkeeping, three years as head bookkeeper and grain buyer for large grain firm. Best of references as to character and executive ability. Address Len Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED with line company or grain firm. Twelve years experience in lumber, grain, coal and feed business; also familiar with gasoline engines. Address C. F. R., Box 6, Grain Dealers Journal, Chicago, Ill.

A MAN now buying grain at a station wants a position in some town with good church and school privileges. Will take charge of business in corn and oats belt on salary or will buy on joint account. Address Buyer, Box 4, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED two or three competent men to take charge of elevators in Iowa and Illinois. Salary, \$50. Address with reference, Atlas Grain Co., 218 La Salle St., Chicago, Ill.

PARTNERS WANTED.

WANTED, a partner with means to be manager of a good, up-to-date planifier system mill, 125-bbls. capacity. Also a good 200-bbl. corn meal system. Address, G. W. Wirt, Tecumseh, Neb.

HAY WANTED.

ALL GRADES HAY, especially clover hay wanted. Write at once. Whitcomb & Root, Cincinnati, Ohio.

HAY and tangled rye straw wanted in any amount; also ear corn, oats and rye. Address Johnson & Son, Goshen, Ind.

HAY WANTED—No. 1 and No. 2 clover hay, also strictly No. 1 and choice timothy. Write us quoting lowest price f. o. b. J. R. Lucas & Co., St. Louis, Mo.

HAY WANTED—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WANTED: To contract for hay for the coming season. Will want from seventy-five to one hundred cars, small bales. Shipments to cover 1904 crop. Grades must be standard. Terms arrival drafts, bill lading attached. J. C. Winn, Alderson, W. Va.

MACHINES WANTED.

BEAN TESTER WANTED or the name of the manufacturer of such a tester. Joy Baldwin, New Haven, Mich.

CORN SHELLER, 500 to 1,000 bus. capacity, wanted for snapped corn. Give full description and lowest cash price. W. M. Black & Co., Porter, Ind. Ter.

GRINDING MILLS WANTED for cracked corn and hominy and for grinding ear corn. Address J. M. Gwaltney & Co., Norfolk, Va.

Results Follow The Ad

We have sold out. Your Journal did it. McCREA & VLEREBOME, New Holland, Ohio.

GRAIN FOR SALE.

CORN, MILO MAIZE and Kaffir corn for sale. R. J. Bishop & Son, Gage, Okla.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED WHEAT for sale, recleaned. Varieties:—Michigan Fultz, Improved Fultz, Hybrid Mediterranean, Indiana Prolific. Price:—\$1.30 per bu. f. o. b. Evansville in 10-bag lots; 25c drayage charged in less quantities. Bags free. W. H. Small & Co., Evansville, Ind.

GRAIN WANTED.

CORN WANTED. J. E. Bartlett & Co., Jackson, Mich.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED—No. 2 red, soft wheat. Address, Goshen Milling Co., Goshen, Ind.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

OATS AND CORN wanted in car lots. S. E. & H. L. Shepherd Co., Wholesale Grain Dealers, Rockport, Me.

BUCKWHEAT WANTED, car or local shipments. Address J. F. Eesley Milling Co., Plainwell, Mich.

CAR LOTS of white wheat wanted. Write; send samples and quotations. Jersey Cereal Food Co., Irwin, Pa.

WE solicit your consignments of grain and millfeed. They will have our best care. BURNS BROS., Buffalo, N. Y.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

LIGHT WEIGHT WHEAT wanted. Send us samples and state test weight. The Larrowe Milling Co., 227 Produce Exchange, New York, N. Y.

WANTED, your consignments of flour, grain and hay. Personal attention and prompt service. Address, Bennett, Hawkins & Co., Nashville, Tenn.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

SEEDS FOR SALE.

IOWA TIMOTHY SEED for sale, graded. Address The Ottumwa Seed Co., Ottumwa, Ia.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

CLOVER SEED, timothy seed, alsike, oats and corn for sale. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

WE ARE buyers and sellers of Red, White and Alsike. Clovers. Timothy Seeds, Hungarian, Millets, Red Top, Seed Corn, etc. Correspondence solicited. Rosenberg & Lieberman, Milwaukee, Wis.

DWARF ESSEX RAPE in car lots for sale. Can make very favorable prices delivered your station for through shipment from Europe. When in market ask for prices from the direct importers. Henry Nungesser & Co., Seed Merchants, New York, N. Y.

SEEDS WANTED.

NEW Timothy Seed wanted, car lots. Manitowoc Seed Co., Manitowoc, Wis.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

NEW TIMOTHY SEED and little red clover seed wanted. Send sample and quote. Address J. & J. Leas, West Manchester, Ohio.

GRASS AND FIELD seeds wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

CLOVER AND TIMOTHY SEED wanted in car lots for export. Send samples to Henry Nungesser & Co., Seed Merchants, New York, N. Y.

WILL BE IN MARKET for car clover, buckwheat and pop corn. Wholesale dealers, garden and field seeds. Address The Ottumwa Seed Co., Ottumwa, Ia.

GRASS AND FIELD seeds wanted. Also timothy seed, and clover seed in carlots. Address, Wm. G. Scarlett & Co., 729 East Pratt St., Baltimore, Md.

MEDIUM MAMMOTH and Alsike clovers and Timothy seed of extra quality wanted. Special prices. Send samples. O. C. Shepard Co., Medina, O.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

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Our No. 17 Two Pulley Troughing Carrier is adapted for conveying belts 10 inches to 18 inches wide.

The Belt Conveyor is the best method for conveying grain or products of like character. One of the new elevators recently equipped with S-A Machinery throughout, including Elevators, Shovel Machines, Belt Conveyors and Transmission Machinery is that of Hughes-Green & Co., of Nashville, Tenn. This is one of the model plants of the South. In purchasing their machinery, Messrs. Hughes-Green & Co. looked for the best; they decided on ours, and are well pleased. You will be pleased if you let us equip your Elevator with our machinery.

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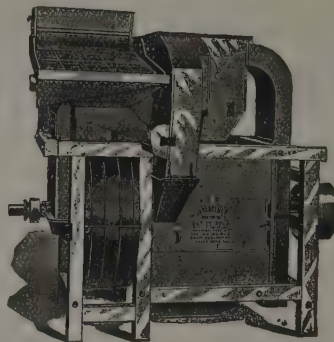
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This is the way it earns money for you.

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It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

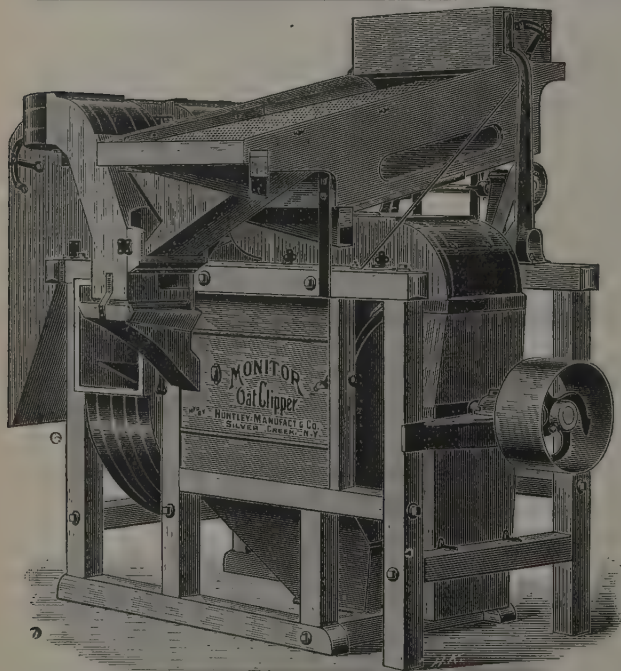
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The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., SEPTEMBER 25, 1904.

KING CORN is having a wild race
with Jack Frost.

THE uniform bill of lading wud prove
a very profitable form for the carriers.

MIXERS who understand the business
should find the 1904 wheat crop profitable.

SMUT does not improve the grading of
wheat as a few buyers have again learned
to their sorrow.

SELLING the remnants of thru bill-
ing at auction is a new stunt recently
presented at Omaha.

CROP reports from our readers are
always welcome by ourselves and read-
ers. Let us hear from YOU.

MINNESOTA inspection seems to be
falling into disfavor with Eastern and for-
eign buyers. Too much politics?

LESS grain and a living margin is far
better than all the grain and no margin.
Give your competitor a chance to be heard.

GRAIN grading has not yet been re-
duced to an exact science and will not
until the percentage system has been
adopted.

CAR SERVICE associations are main-
tained for revenue strictly, not to prevent
unnecessary detention of freight equip-
ment. An arrangement or rule which will
minimize delay of freight and equipment
is what is needed.

SCALES which are tested frequently
do not weigh against the owner or drive
business away by giving short weights to
customers.

LLOYDS organizations may furnish
so-called insurance policies at a very low
figure, but most of those sent out from
Chicago are worthless.

IT IS a very easy matter for a lower
court judge to smash a corner in grain,
but it seldom stays smashed after the case
reaches the upper courts.

THE COUNTRY elevator man who
advertises his business in his home news-
paper is not kept uneasy by senseless agi-
tation for just one more elevator.

DATING back bills of lading shud be
stopped by the railroads out of respect for
the rights of the banker and receiver de-
ceived. It is only one more step to forged
bills.

HOT CORN, hot corn. Are you pre-
pared to suffer heavy losses on delayed
shipments again this year? If not be
careful about contracting for early ship-
ment.

WRITTEN contracts are the only kind
country buyers can afford to make with
growers for the future delivery of grain.
They prevent misunderstandings and re-
duce losses.

COUNTRY shippers who are selling
new corn for December delivery must have
their plants well equipped with drying
facilities else they would not dare to take
such chances.

KEEPING your elevator clean, free
from dust and dirt, not only reduces the
fire hazard, but it also makes the house
less inviting for weevil and other insects
infesting grain storehouses.

MORE reliable crop reports will be
obtained when more men are employed to
devote their time to collecting informa-
tion. If Uncle Sam wishes the work done
right he must foot the bill.

WEAK car doors must be expected to
bulge out in the middle and be dislodged
at the ends. Double doors are best for
the large cars, but cross boards may as-
sist in giving sufficient strength to retain
grain in small cars.

IT IS now definitely settled that Kan-
sas farmers must grow at least one more
crop before they will again have corn to
burn. However, if they are too impa-
tient to wait they might move to Arkan-
sas.

HOPPER scales of good make and
properly installed need less repairing than
any other scales and pay greater dividends
on the investment. They afford a check
against the wagon scales as well as
against those at destination.

NEWSPAPERS are giving more and
more space to the discussion of the "Ab-
surdity of the Duty on Wheat." If Cana-
dian wheat were admitted duty free
American millers would be able to keep
running longer on export orders.

MOW-BURNT wheat is not what the
miller uses when he makes his best pat-
ent, even tho only a small quantity of it
be mixed in. It is far better to use wheat
of this character for giving weight to oats
than to mix with good milling wheat.

FARMERS who succeed in conducting
their farms intelligently seldom find time
to engage in other lines of business.
Those who give time or money to other
undertakings generally lose both and at
the expense of their farming operations.

PROTEST drafts are very irritating
as well as expensive when the drawee re-
fuses to honor them. Better send full ad-
vices ahead when making them. It will
prove much more satisfactory and less ex-
pensive than trying to explain afterwards.

DESTINATION weights may be noth-
ing more than a guess, and he who blind-
ly agrees to accept settlement on the basis
of such weights places himself entirely
at the mercy of an unknown buyer far
away. A practice which cannot be con-
sidered safe business policy.

INTERURBAN traction lines of In-
diana are beginning to carry grain to
market. As soon as freight facilities are
well established markets on the electric
lines will have a decided advantage over
towns not so located, because they will
draw from a larger territory.

THE IRRIGATION policy of the pres-
ent administration bids fair to add 60,-
000,000 acres to the cultivable area of this
country, without any expense whatever to
the general government, the plan being to
establish irrigation plants for desert lands
and sell the land to settlers for the cost of
the plants.

LEAKY roofs of grain cars have
often resulted in the deterioration of grain
in transit, but it is not often that one sees
car stenciled with a notice regarding the
leak. However, some one is using a sten-
cil which states, "Do not load this car with
grain. It has a leaky roof." A good
practice and one which should be encour-
aged!

ELEVATOR owners who act on the
suggestions of competent fire insurance
inspectors not only reduce the fire hazard
of their plants, but also reduce the cost of
their insurance. The suggestions of the
inspectors who make a specialty of this
line of hazards do not cost anything. It
is a valuable service that never could have
been expected from the stock companies.
However, should the owner of the eleva-
tor see fit to ignore the suggestions, he is
very likely to find such action very expen-
sive.

SIXTY per cent of the 9,771 grain laden cars arriving in Kansas City during August were leaking. Of these 1,024 were leaking at grain doors, 4,919 at king bolt and siding and 1,238 were not sealed. It is evident that the shippers to that market are not giving personal supervision to the cooping and loading of cars.

THAT much-needed tax on bucket-shops, provided for by a bill introduced by a Massachusetts congressman some time ago, has not yet been levied and the bucket-shops seem to be thriving almost as vigorously as ever. The suckers seem to be well pleased every time a bucket-shop changes its name and refuses to pay their claims.

ONCE again operators of gasoline engines will find it to their advantage to begin cultivating the habit of draining off the water from their cylinder casings each night to avoid freezing. It would seem safer, however, to mix the water with chloride of calcium, which is said to prevent freezing. Its use is not attended with any danger or injury to the engine.

A FEW Northwestern farmers who in their anxiety to save as much of their wheat as possible heeded the advice of the dark room theorists and cut their wheat while it was green are much disgruntled. The threshers' reports of results from fields cut green and those left standing until after the rains do not sustain the theory.

THE 50 pound bushels of barley has been abolished in Minneapolis and the trade is one step nearer uniformity of standard bushels. So many of the different states have established varying standard weights for the various grains that it is necessary to look up the law of each state before stating positively the legal weight. Uniformity would prove a great blessing.

SOME farmers are ever looking for an opportunity to get ahead of the regular country grain buyer and believe themselves justified in doing so. Listen to the following from one of their organs—The Northwest Review: "Did the grain buyer to whom you sold wheat this season—wheat that you knew would not grade on account of smut, foulness, etc.—buy it on a No. 1 basis? If so, how does he break even? Ask him once."

DULUTH'S grain commission merchant, so-called, who is charged with selling consigned grain to himself, is still doing business at the old stand. Country shippers who are close readers of the Journal are not very likely to favor him with their shipments. However, inasmuch as he makes a specialty of soliciting shipments from scoopers it is not likely that any regular shipper can be caught in his net.

FIRES have been started in several country elevators recently by sparks emitted by passing locomotives. Losses due to this cause can be reduced to a minimum by keeping windows well glazed and covering all window frames with heavy wire screen. Houses on railroad right of way are generally placed there at owner's peril. Leases made by railroads to elevator men are designed to relieve carriers of all responsibility for such fires.

THE LATEST lottery scheme to get grain shipments is said to have originated in Kansas. The promoter offers \$100 to the shipper guessing nearest to the closing price of the May option on the Kansas City Board of Trade May 31, 1905. Each car entitles the shipper to one guess whether the grain be sold or consigned. If the Postmaster General learns of the U. S. mails being used to promote that scheme he is likely to deny the use of the mails to the promoter.

COUNTRY newspapers of Iowa continue to agitate in a most hysterical manner for what they probably consider a great and glorious cause. Nineteen of the co-operative elevators of the state are not eligible to membership in the Grain Dealers Assn., because they have a combination agreement providing for the payment of a penalty, in defiance of all anti-trust laws. Their persistent agitation may stir the grain growers and dealers but no one will be profited thereby.

DISCOUNTING grain received from farmers on account of dirt, must or dampness will encourage growers to put their grain in better condition before bringing it to the market and also reduce the amount of your own loss when you ship the stuff. Ofttimes one wagon load of off-grade stuff will result in a carload being graded rejected. Everyone admits it is wretchedly poor business to load off-grade grain with good. Even those who do it are convinced of this, yet they persist in accepting any old stuff from their farmer friends.

THE NEW Orleans Board of Trade has amended its grain rules so that hereafter other than contract corn will be admitted to export elevators equipped with grain driers. Houses that are properly equipped with up-to-date facilities for removing moisture will be able, with very little labor, to place most of the grain in condition to stand the ocean voyage. The old rule was made long before modern drying machinery was placed on the market and with the purpose of protecting the foreign buyer and the good name of the New Orleans market. The expense of switching off-grade grain around the city two or three times, in order to have it dried, amounted to almost confiscation. Under the new rule this will be done

away with, and shippers of off-grade grain to that market will no longer have to stand the old-time extortion.

WILL WE EXPORT OR IMPORT WHEAT?

The question now pressing forward for reply in many sections of the country and especially to wheat dealers and millers is, Will we export wheat from this crop, or must we import it to supply home demands?

From present prospects it seems very likely that we will do both. Manitoba prospects seem to be improving as the harvester progresses with his work, and no doubt we will import and grind in bond considerable Manitoba wheat. However, a new factor has come forward recently which has been almost entirely ignored to wit: the Pacific Coast wheat which usually is exported to England in sailing vessels.

Some months ago Pacific coast ship owners formed an association primarily to advance the price for charters and they no sooner got it in working order than they did advance the charges some 30 per cent. The large yields of the wheat fields of the Pacific Coast made them feel confident of a good business, but Chicago prices have been soaring to such a high figure as to attract Oregon and Washington wheat in large quantities, with the result that the ships are idle and their owners wiser and sadder.

Reports from many sections of the country are to the effect that farmers are holding back their good wheat for higher prices and it seems very likely that they will continue to hold it until they have finished marketing their other grains which now command attractive prices. They are glad to get rid of their chicken feed early and naturally millers are experiencing much difficulty in securing all the good wheat desired or needed. But the farmers are likely to come forward with more than is now figured on.

IF the coming winter is half as long as last one, the elevator man who is equipped to grind feed should welcome its coming.

SHIPPERs who accept old, worn out cars for grain shipments work an injustice upon their own business without in any way accommodating the railroad company. No reasonable freight official would ask or expect shippers to accept many of the old traps thrown onto their switches for loading, and what is more they would not permit them to be loaded were they posted as to their condition. By taking this matter up with the division freight agent you can generally secure fair and satisfactory treatment. Give him the number and initials of the bad order cars and he will see that they are sent either to the scrap pile or the repair yards.

"GOOD MAN" GONE WRONG.

Mr. Harroun has an imitator on a small scale at Gretna, Nebr., by the name of Higbee. Both speculated and lost and expected to make good their loss with other peoples' money, as many other losers have done before and others will do hereafter. It has been estimated that the failure of at least 45 per cent of the co-operative elevators is due to speculation on the part of the managers. It seems impossible to command the services of a man who is both competent and honest for the paltry sum of \$40 a month.

Harroun took advantage of the carelessness of the railroads in guarding blank bills of lading, laid in a good supply and forged them as he needed them. The wonder is that the banks got off so easy.

In the case of Mr. Higbee the carelessness of the directors of the co-operative company gave him ample opportunity to use its funds and the grain of stockholders as suited his own interests. He lost his head, like many other men have done before, and sought to replace the stolen money with the fruits of further speculation, but in vain. It is quite difficult for the average grain man, even tho he have a prosperous and profitable business, to refrain entirely from speculating occasionally. However, many of long experience now persistently refuse to yield to temptation and no doubt most of them are better off.

SELECTING SEED WHEAT.

In this number is given some suggestions regarding the selection of seed wheat, and the advantage of sieving out light and small grain is clearly shown in an illustrated article. It seems that farmers should know this and act on the information, but investigation and experience has proved that they are wont to give little attention to the character or variety of their seed wheat.

Experiments at the University of Missouri Agricultural Station extending over a number of years, with 80 different varieties of wheat, proved to a certainty that with the same acreage as at present, the state's wheat crop would easily be increased 10 per cent thru the careful selection of large wheat for seed.

Oklahoma dealers and millers have taken up this question in earnest and are circulating a great deal of literature among the newspapers of the territory in hope of educating their farmers to a better understanding of the possibilities of their own acres. The large, plump grains always produce larger and more vigorous plants and result in a larger yield.

Grain dealers who have cleaning or grading machinery can assist and encourage the farmers in this work by screening out the large grains of wheat received at their stations and selling it back to the

farmers for seed. Their profit from the work will be direct, but they will also have more grain to handle the following season.

FIRES IN STEEL TANKS.

An unexpected fire hazard has again forced itself upon the insurance public, and grain dealers must now take cognizance of it. Last winter when the elevator at Miners Mills, Pa., was burned, the wooden partitions in the steel bins adjoining caught fire and did much damage to the grain in tanks. A recent fire at Sherman, Tex., has resulted not only in damage due to the burning of the wooden partitions, but all the grain in the tanks was soaked with water. The firemen in their excitement cut a hole in the top of the tank and filled it full of water. This extinguished the fire but did more damage than had the partition been permitted to burn down to the edge of the grain.

It has been a long time since any large tanks were provided with wooden partitions. Those put in during early days of the steel tanks proved so very unsatisfactory that the practice was long since discontinued by most of the builders, and no doubt will soon be discontinued by all, as this new fire hazard will materially increase the cost of storing grain in bins of this character.

STEALING AT JUNCTION POINTS.

Reports from Madison, S. D., are to the effect that a freight train which left that point earlier than usual recently carried off a very fine lantern and 40 good sacks. It seems that some one having a strong desire to possess grain not his own had broken into a car with the expectation of having sufficient time to fill the sacks and throw them out before the train departed.

The Train Dispatcher, not being a party to the scheme, unceremoniously ordered the train out and it made the thieves hustle to get themselves off. Such inconsiderate action on the part of Train Dispatchers should be promptly reprimanded by the grain shippers of the country.

Until recent years it was always supposed that all the stealing from grain laden cars was done at the terminal markets. Discoveries of recent date, however, show that the wholesale stealing is conducted on a generous plan at many junction points, and no doubt will be until laws are enacted providing for long-time imprisonment of thieves detected in breaking car seals.

STEADY FREIGHT RATES WANTED.

New freight tariffs are filed so frequently by the various railroads of the country as almost to make it necessary for every shipper to devote his entire time to studying new schedules. Some of

these tariffs are only temporary but are established for the particular advantage of some individual, then recalled. Sharp practices of this character are not fair to competing lines or to the balance of the shipping public.

Some large shippers have from time to time favored the establishment of a rule which should permit but two changes a year in the grain rates, one to be a summer schedule, the other a winter schedule. That is, the carriers would not be permitted to raise their rates, except on the 1st of April and the 1st of November. Of course it would be their privilege to reduce the rates as often as they desired, but they would not be able to raise the rates until the recurrence of one of the two dates named. The grain trade needs steady and equitable rates, so that shippers will always know what to figure on for the cost of transportation.

It would also be well to require carriers to transport grain at the rate in force at the time grain is offered for shipment. Too often are carriers able to defer shipments by the cry of "No cars" until after the rates are advanced, thus extorting extra pennies on every bushel shipped by grain elevator operators at interior points along their lines.

The winter and summer rates, so often suggested in our columns by different shippers, would prove a pecuniary advantage to the carriers as well as to the shippers and no doubt the establishment of such a plan would in no wise be opposed by them. At present the carriers do make somewhat of an effort to establish a winter and summer schedule, the purpose being to take cognizance, first, of the increased cost of transportation during the winter months and, second, of the increased competition during the summer months, due to water transportation.

WILL REFUSE DRAFTS WITH UNIFORM BILLS OF LADING.

The Pittsburg Grain & Flour Exchange, as is noted by our Pittsburg correspondent, this number, has taken a very firm stand against the so-called uniform bill of lading and its many inequalities. After protesting against the use of the bill, the Exchange has resolved not to pay drafts attached to uniform bills of lading. If the receivers of all markets would take a similar action it would surely call a quick halt to the attempts of carriers to compel its use.

The Baltimore Chamber of Commerce has also adopted resolutions denouncing the "Not Negotiable" feature of the bill, as well as the efforts of carriers to shirk common law liabilities. The Baltimore Exchange is not taking so decisive a stand as the Pittsburg, but it has recommended that shippers refuse to sign special contracts of shipment and that they also refuse to accept bills of lading marked, "Not Negotiable." The action of the carriers in attempting to force shippers to assume liabilities for delay and damage in transportation of freight is as indefensible as it is unreasonable.

Asked— Answered

EXTERMINATING RUST.

Grain Dealers Journal: Would not burning over the stubble after harvest be a sure way of exterminating the rust spores? The ashes from the burned stubble would be as valuable a fertilizer as the stubble. Fire would be the means of destroying the spores as well as much of the insect life that is injurious to plant life. It might be well to experiment in that line.—The T. S. Gilliland Grain Co., Van Wert, O.

EXCHANGE TO BE PAID BY PARTY AGAINST WHOM DRAFT IS MADE.

Grain Dealers Journal: In our opinion if grain is sold on track shipping station the party that the draft is made against should pay the exchange. Our motto is to pay all telegrams sent by us and we expect others to do the same. We think this same rule should apply in handling the exchange question.—Yours truly, Truax & Betts Elev. Co., Mitchell, S. D.

SHIPPER PAY EXCHANGE AT HOME BANK ONLY.

Grain Dealers Journal: When we buy grain track shipper's station the shipper should pay any exchange that his home bank might charge in making drafts on us. It is customary in our business to send checks for balances due shippers and as our checks are all drawn on Kansas City the country banks take them without any exchange.

We think Edwin Beggs is correct in his statement—if he pays exchange at his bank he should pay no further exchange.—Very truly yours, Hinds & Lint Grain Co., Kansas City, Mo.

BUYER'S RIGHT TO MAKE CLAIM AFTER ACCEPTING CAR?

Grain Dealers Journal: The buyer of a car of grain at Cincinnati, recently, found the grain all right on top but below grade at the bottom. Instead of rejecting the grain the buyer took the car and afterward made a demand for a rebate, which was refused by the seller on the ground that if the grain was below grade the buyer should have made immediate complaint.

The inspector stated that the car was so loaded that it was impossible to make a more accurate inspection.

Two questions arise. What should the inspector do when he finds a car overloaded? How much time should be allowed the buyer in which to reject the car; or, should he have the right to take the grain and make a claim?—Cincinnati.

WHO SHOULD PAY EXCHANGE.— ERASE WORDS "WITH EX- CHANGE."

Grain Dealers Journal: If the grain is bought seller's track, subject to shipper's weight and shipper's grades—in short, if in every respect the contract is to be completed at shipper's station and paid for in full at time of delivery, then

I think the seller should receive pay at his station in par funds, and the buyer should pay the exchange if any accrues. But in the ordinary f. o. b. track sale, made subject to inspection and weights in some market or at some point to which the shipment is to be made where the price is the only item to be determined at shipper's station, where the weights and grades are to be determined and the contract to be completed elsewhere, I think the seller should pay the exchange, just the same as he does the inspection and weighing charges.

F. o. b. sales very seldom indicate f. o. b. terms but simply signify that the grain is to be loaded "free on board" cars at shipper's station, and usually indicate the value of the grain after deducting freight from shipper's station either to some point generally used as a basis or to the actual point of delivery.

In this connection let me add that shippers can save themselves considerable expense if they will scratch out the words "with exchange" on all drafts that are so printed. This clause on such drafts does the shipper no earthly good and is only an invitation to the bank making the collection to impose this additional and useless charge.—Yours truly, A. H. Bennett, Topeka, Kan.

BUYER'S RIGHT TO EXAMINE CAR SHIPPED ORDER?

Grain Dealers Journal: In the last number of the Journal R. T. Williams of Hiattville, Kan., asks whether the railroad agent at Galveston, Tex., has any right to let the notify party examine contents of car unless the latter presents bill of lading, the car having been shipped shipper's order, notify John Smith. The car was sold f. o. b. track Hiattville.

In reply I would say that I believe the courts have never ruled on the right of the notify party to examine contents. The nearest decision I can recall is one reported in the Grain Dealers Journal for Sept. 10, 1903, in which the notify party was permitted by the railroad to examine, unload and reload a car, without presenting bill of lading. The court decided that the railroad company was guilty of conversion; that the shipper need not accept the corn when refused by the notify party, and that the railroad company would have to dispose of the corn on its own account and settle with the shipper for its full value.—X.

NUMBER OF ELEVATORS BUILD- ING COMPARED WITH TEN YEARS AGO.

Grain Dealers Journal: Can the Journal tell us the relative condition of the country grain elevator building ten years ago and now? Our notion is that ten years ago there was a good deal more small elevator building because of the development of the country in the line of railroads opening up, &c., but we thought the Journal might have this data in hand so it could state in a somewhat official way the condition of the business now and ten years ago.—Yours very truly, A. M. Co.

Ans.: In '93 and '94 business in all lines was comparatively quiet. The corn crop of '94 was the smallest we have had in fifteen years. The oat crop was much below the average of the last fifteen years hence there was not the need of so extensive elevator facilities, nor was there the need of railroad extension.

Then, too, prior to '96, when the Grain Dealers National Assn. was organized,

the grain trade was conducted at many country stations by scoop shovel men; that is, elevators were not used. Following the organization of the National Assn., the trade organized some thirty other state and local associations, which have reformed many of the old-time abuses and made the business more attractive to capital, so that today more elevators are being built than ever. The railroads, in many cases, refuse to lease land for the erection of an elevator of less than 25,000, 30,000 and 50,000 bushels capacity, their object being to insure an open market being maintained at their stations at all seasons of the year, regardless of their inability to supply cars.

The associations and the trade in general is so strongly opposed to the business being conducted according to scoop-shovel methods, by irresponsible people that the scoop-shovel man is almost a thing of the past, and regular dealers, especially in organized territory, feel certain that they will be protected in the use of their elevator, hence there is an impetus to build more and better elevators today than ever.

FORM OF AFFIDAVIT TO BE USED IN FILING CLAIM.

Grain Dealers Journal: Will the Journal please publish an outline of a form for claim on car of grain arrived in leaking conditions?—Yours respectfully, A. S. Pettit, Fairground, N. Y.

Ans.: Following is a form which is very simple, but gives all the information that is necessary:

State of South Dakota, County of Bon Homme—ss.

John Blank, being duly sworn, deposes and says that on the 25th day of September, 1904, he loaded into car No. 46,784, C. & N. W., 56,740 lbs. of wheat; that the weights were carefully taken, the grain doors well secured and the car tightly coopered, with no sign of leakage; and that the car was billed to Blank & Bland, Chicago, Ill., via the Chicago & Northwestern Ry., bill of lading being issued in the name of the owners of the grain,

.....(Deponent's signature.)

Subscribed and sworn to before me this 12th day of November, 1904.

.....(Notary's signature.)

If the circumstances do not tally with the foregoing, the form should be changed accordingly, but the affidavit should always be signed by the person who actually weighed the grain, and should state in addition the names of the shippers or owners.

Philippine imports of rice for the ten months prior to May 1 were 644,027,885 lbs.; compared with 511,507,131 lbs. during the corresponding period of 1902-3.

The Philippine imports of hay for the ten months prior to May 1 were 2,449 tons; compared with 1,228 tons during the corresponding period of the preceding season.

The Philippine exports of hemp for the ten months prior to May 1 were 106,101 tons; compared with 104,447 tons during the corresponding period of 1902-3, as reported by the War Department.

A riot was precipitated in the barracks at Fort Sheridan early last week by the arrival of a sack of patent wheat flour. The red dog in store refused to stay on the grounds unless the stuff with the electric bleach be thrown in the lake.

W. H. Harroun, the Bold Forger.

Not in years has the grain trade experienced such a sensation as was created by the announcement of the forgery of \$800,000 in bills of lading by W. H. Harroun.

After open trades of the Harroun Elevator Co. on different exchanges had been closed Sept. 10, and it was found that the only large creditors were banks, the trade breathed easier, with the danger of other crashes removed.

The directors of the Kansas City Board of Trade had the grain in the Gulf Elevator measured and found that the quantity in store corresponded with the registered outstanding receipts. Forged duplicate warehouse receipts were discovered later and the directors declared the house irregular. As Harroun's supt. at the elevator refused to start the machinery to move out grain an order of court was obtained restraining the men in charge from interfering with the loading of wheat.

The signatures of J. T. Bradshaw, warehouse registrar for Missouri, and E. D. Bigelow, secretary of the Board of Trade, had been so cleverly forged by Harroun as to deceive the gentlemen themselves. The directors of the Board of Trade cited Harroun to appear before them, and on his failing to do so he was expelled.

Harroun's forgeries of bills of lading were more extensive, and the spurious collateral is held by banks in many different cities from New York to Minneapolis and New Orleans. These bills were given out by the Chicago, Burlington & Quincy Railroad. The imitation of the Burlington local agent's signation was a simple matter to Harroun, who had become expert by two years' practice, and could write any one else's name as easily as his own. When drafts and notes came due they were paid and new loans made on other forged bills.

An accidental inquiry by a New York bank led to the exposure. The New York bank asked the Burlington for some technical information regarding grain supposed to be in transit, and when referred to the local officials of the road at St. Joseph the latter were unable to find record of cars bearing such numbers, and the assistant general freight agent called on Harroun to get the correct numbers. Instead of making any attempt to evade the issue Harroun stated point blank that the bills were forged, by himself. The officials did not wish to accuse him of forgery and suggested that he go to New York and make any explanation he chose to the bank. He did so. He took up the bills. This was Aug. 26. He continued to forge new bills, however, taking the precaution to make them duplicates of genuine bills in existence, so that the road could readily answer any inquiries.

Harroun welcomed the jail, as a relief from the terrible mental strain he had undergone for two years. After his arrest he told everything to the grand jury and was promptly indicted. At his office at St. Joseph, where 20 clerks were employed, he was the first to arrive in the morning and the last to leave at night. He would work with a pre-occupied air and hair disheveled, giving the impression that he was intensely absorbed in big deals. The night after his confession he enjoyed his first night's sound sleep in two years. A picture of Harroun is given in the engraving herewith.

Speculation in the stock and grain markets led to Harroun's downfall. With his brother he lost \$250,000 two years ago, and in endeavoring to recoup his loss dropped \$150,000 more. His grain business was very profitable, and with the completion of the Harlem Elevator at Kansas City he was in a position to clear a profit of \$100,000 annually. His entire object in putting the forged bills in circulation was to raise money to keep this business going, as the profits in a few years would enable him to pay his debts.

"I have considered the cost of my acts in issuing these bills of lading," said Mr. Harroun. "Sometime soon I may make



W. H. Harroun, St. Joseph, Mo.

a full statement for publication. That I have erred and probably sinned goes without discussion. But I am no baby. Since the story of the failure has been printed people may think that I am a man of no principle. I have no complaint to make if they do. The man who makes mistakes must take the consequences. That's all we get in this world. I shall take whatever consequences follow my actions without complaint."

Harroun is a Kansas product. He learned the grain business at Kansas City, and went to St. Joseph several years ago, being the leading factor in building up that grain market. There he operated the large elevator at Elwood, Kan. At Kansas City he operated the Gulf Elevator; a large new elevator at Harlem would have been completed in two weeks. For some time the business of the Harroun Commission Co. has been conducted under the new name of the Missouri Valley Grain & Export Co. Different branches of the business were managed by his two brothers and a sister, none of whom apparently had any knowledge of the forgeries.

Banks were the principal creditors represented at the meeting of creditors at St. Joseph Sept. 12, the only grain firms being represented by Geo. H. Carr of the Missouri Grain Co., Moberly, Mo.; T. P. Gordon, of St. Joseph and J. W. McCaull, of the McCaull-Dinsmore Co., Minneapolis, Minn. The creditors favor the continuance of the business, which promises to be profitable, either under the management of Harroun or by trustees, until their claims shall have been paid. The liabilities are \$890,000, and the assets \$370,000.

Must Pay for All Policies.

Inspector McLeran of Duluth, Minn., has entered complaint against the local agents' abuse of the cancellation privilege, as it pertains to policies covering on grain in elevators. Some agents, in order to curry favor with their patrons, are resorting to the old practice of marking policies "not taken" when they have run a few days, or dating back the cancellation a few days, thus saving large insurers a considerable amount in the aggregate short rate cancellation.

The amount involved is trifling for one company, but when the large number of policies carried by one large grain dealer is taken into account the saving in earned premium is considerable, hence the inspector is insisting upon a strict adherence to his rule adopted several years ago that no policy shall be cancelled "not taken," except at short rate, dating twenty-four hours from the time it is presented at his office.

Changes in Minnesota Grades.

Several minor changes were made by the Minnesota Board of Grain Appeals in the grades effective Sept. 1, for the ensuing year.

A proviso is inserted in the grade of No. 2 northern spring, that it must not contain more than 25 per cent of soft yellow wheat.

No. 4 white oats must weigh 25 pounds.

No. 1 clipped white oats must be all white instead of 7-8 white.

The weight of No. 1 white oats is changed from 34 to 32 pounds, and No. 1 oats the same.

The name of macaroni wheat was changed to durum, and a new grade made of No. 2 durum, to include macaroni not good enough for No. 1 and No. 2.

The grades specify the weight of rye, 55 for No. 1 and 52 for No. 2.

The weight of barley is changed; and will be 48 instead of 50 pounds for No. 1, 46 pounds for No. 2 and 44 pounds for No. 3.

The grade of No. 4 corn has been done away with.

The grades of mixed oats have been discontinued; and the grade of No. 5 barley, which stated that barley which has been chemically treated shall not be graded at all, also is omitted.

New grades are: No. 4 spring wheat—Shall include all inferior spring wheat that is badly shrunken or damaged, and must weigh not less than 49 pounds to the measured bu.

Yellow oats—The grades of Nos. 1, 2 and 3 yellow oats shall correspond with the grades of Nos. 1, 2 and 3 white oats, excepting that they shall be of the yellow varieties.

No. 1 feed barley—Must test not less than 40 pounds to the measured bushel, must be sweet and reasonably sound.

No. 2 feed barley—Shall include all barley which is for any cause unfit for malting purposes. It may include a liberal sprinkling of wheat, rye, wild oats and seeds.

The Daisy Mill at Duluth is reported to be very successfully grinding macaroni wheat.

Prussia's grain crops this year are reported by U. S. Consul General Mason at Berlin to be 1,132,768 tons less than last year.

Work for a Needed Law.

A convention has been called by the Executive Committee of the Interstate Commerce Law Convention, to be held in St. Louis, Mo., Oct. 28. Each organization numbering 250 members or less will be entitled to one delegate, and those having a larger membership will be entitled to one delegate for each 250 members.

The purpose of this convention is to devise measures to secure the enactment of the Quarles-Cooper bill or other remedial legislation. This is designed to reverse the present order of operations under the Interstate Commerce Commission, in other words the orders of the commission would be effective until set aside by the courts.

A synopsis of H. R. 6273, which is the same as Senate bill 2439, follows:

Sec. 1—Provides that any order made by the Interstate Commerce Commission, after hearing and determination had on any petition now pending or hereafter presented under the provisions of the "Act to Regulate Commerce," (commonly termed the Interstate Commerce Act), declaring any existing rate, or any regulation or practice affecting such rate, complained of, for the transportation of persons or property, to be unjustly discriminative or unreasonable, and declaring what rate, regulation or practice would be just and reasonable, and requiring them to be substituted therefor, shall become operative within thirty days, or, in case of proceeding for review, then within sixty days. Such order may at any time be modified, suspended or revoked by the Commission upon full hearing of all parties in interest.

Sec. 2—Provides that if the rate is a joint rate, and the parties thereto fail to agree upon the apportionment thereof within twenty days, the Commission may determine the portion to be received by each carrier. Also, when the order of the Commission prescribes the just relation of rates to or from common points, and the carriers parties thereto fail to agree as to the changes to be made to effect compliance, the Commission shall prescribe the rates to be charged by either or all of the parties.

Sec. 3—Provides that every order, as to its justness, reasonableness and lawfulness, shall be reviewable, upon petition filed within twenty days, by any Circuit Court given jurisdiction, and requires the Commission to file a certified copy of the record of the case within twenty days after notice. The court may in its discretion, upon the application of either party, cause additional testimony to be taken in such manner as it may direct, and, if after hearing, the court is of the opinion that the order of the Commission was made under some error of law, or is, upon the facts, unjust or unreasonable, it shall modify, set aside or annul the same; otherwise the petition shall be dismissed. Pending review, the court may, upon application and hearing, if in its opinion the order is clearly unlawful or erroneous, suspend the order. Appeal to the Supreme Court may be taken within thirty days, but the order of the Circuit Court is not stayed thereby. Cases under this act in both courts are given precedence over all except criminal cases.

Sec. 4—Provides that the defense in all such proceedings for review shall be undertaken by the proper district attorneys under the direction of the Attorney-General, and that the Commission may, with his consent, employ special counsel.

Sec. 5—Provides that if any party bound thereby shall refuse or neglect to obey any order of the Commission mentioned in this act while the same is in force, obedience shall be summarily enforced by writ of injunction, or other proper process, which shall be issued by any Circuit Court upon petition of the Commission, or of any party interested, with evidence of the violation alleged; and the offending party shall be subject to a penalty of Five Thousand Dollars for each day's continuance of such violation.

Sec. 6—Repeals all conflicting acts.

Sec. 7—Makes the act effective from its passage.

The larger the attendance at the convention and the more enthusiastically shippers enter into the work the more attention and respect may they expect from the law makers at the reassembling of Congress.

Chicago Board Facilitates Late Deliveries.

The Chicago Board of Trade on Sept. 22 adopted an amendment to its rules extending the time for making deliveries on the last day of the month.

The time during which representatives of parties having property due them are required to be present in the Exchange hall will be 15 minutes later on days when the Board adjourns at 12 o'clock. The time on such days will be from 12:30 to 1:00 o'clock.

Section 2 of Rule XXI is further amended by the following addition: On the last business day of any month, when deliveries of articles mentioned in this Section are made after 11 o'clock a. m., the Secretary of the Board, or any person acting under his direction, shall have the power to extend the time for such deliveries from 2 o'clock p. m. (if on Saturday, from 1 o'clock p. m.), as often and to such time during that day as in his judgment it may be necessary to enable all, who are prepared to do so, to tender or receive delivery notices. When any extension of time is made under this proviso, it shall be announced in the Exchange Hall or in such other place as may be designated by the Board of Directors for the purpose of making deliveries, on or before the expiration of the time hereinbefore stated for the termination of such deliveries; in the event of the extension of the time for deliveries as herein provided, wherever the time stated in this rule would be affected by such extension, such time shall in all cases be correspondingly extended.

It is the object and intent of this section that all contracts for the purchase and for the sale of commodities mentioned therein shall be carried out in absolute good faith, it being expressly understood that in construing this Section its purely technical provisions—the principal purpose of which is to facilitate deliveries—must not be used as a pretext to evade the obligations of a contract. Any violation, however, of any of the provisions of this Section with intent to thwart or impede deliveries shall be deemed dishonorable conduct under the provisions of Section 9 of Rule IV of the Rules of the Board of Trade of the City of Chicago.

The Corn Products Co. has declared its regular quarterly dividend of 1½ per cent on the preferred shares.

Rice Acreage in the United States.

Within the last five years the rice acreage of the country has increased 83%, and is now five times as large as it was 15 years ago. In 1899 Louisiana and Texas contained 59.9% of the total rice acreage of the country. Now these states contain 93.1% of the greatly increased total.

The rice acreage this season is reported by John Hyde, chief of the Bureau of Statistics of the Dept. of Agri., as 643,400 acres; of which 1,800 are in North Carolina, 33,300 in South Carolina, 9,000 in Georgia, 365,100 in Louisiana and 234,200 in Texas.

Shippers Have No Redress.

Time and again has the Interstate Commerce Commission implored Congress to amend the law so that the Commission would have sufficient power to carry out the spirit and intent of the law, but in vain. In its last annual report the Commission again emphasized the weakness of existing laws to relieve shippers of excessive and discriminating charges. It said:

"If the tariffs, published and filed as the law directs, are enforced against all shippers alike, the authority of the Commission to require such tariffs to be changed remains just as ineffectual as it was before this legislation was enacted. This is the point to which the attention of the Congress has been repeatedly called; this is the defect in the regulating statute which demands correction. In previous reports this question has been frequently and fully discussed. We have commented at length upon the weakness and inadequacy of the law as its provisions have been construed by the courts.

"A sense of the wrongs and injustice which cannot be prevented in the present state of the law, as well as the duty enjoined by the act itself, impels the Commission to reaffirm its recommendations for the reasons so often and so fully set forth in previous reports and before the Congressional committees. Moreover, in view of the rapid disappearance of railway competition and the maintenance of rates established by combination, attended as they are by substantial advances in the charges on many articles of household necessity, the Commission regards this matter as increasingly grave, and desires to emphasize its conviction that the safeguards required for the protection of the public will not be provided until the regulating statute is thoroughly revised."

Tell your candidates for Congress about it.

United States Minister John B. Jackson, at Sinaia, Roumania, reports that the Servian Government also has prohibited the exportation of maize and fodder, and that similar action has been taken by the Government of Austria-Hungary. It seems probable that this year's crop, together with the surplus left over from last year, will be sufficient to supply the needs of the Balkan States themselves, but other countries which have heretofore depended upon these States for their supplies must seek them elsewhere this year. Considerable quantities of Roumanian maize have usually been exported to Holland and Denmark, as well as to Italy.

Pointers for Shippers.

By Louis XVI.

It occasionally happens that dealers who are "tied up" to some receiving house on account of large advances are obliged to bill all their grain consignments to that house at the several markets where it is represented, and sometimes the firms that actually handle the business as "branch" offices are not satisfactory to the shipper. In such cases, if the latter will do so, he can usually arrange to have his grain handled by someone else in whom he has confidence. That is, if he is doing business on funds furnished by A. of Chicago, and he does not like B., who is A's St. Louis representative, he can ask to have his St. Louis shipments go to C. or D. or E. Confusion in delivery of the property can be avoided by billing directly to C., with the understanding that it is for A's account, or to A., "Notify C."

This is a point ordinarily overlooked by shippers who are not in a position to consign their grain to whom they please, because of financial obligations; but those who try it will find little difficulty in making arrangements with their commission houses which in their opinion will insure the best service in all the markets to which their grain goes.

* * * * *

If shippers do not receive mail promptly and regularly from their commission merchants or others in terminal markets with whom they may be doing business, they should make a point of returning the envelopes in which delayed matter arrives, so that the senders may investigate the cause. Sometimes the fault will be found to lie with their own employees, and in such cases the latter are promptly "jacked up," but when it becomes necessary to take the subject up with the postal authorities it is absolutely essential to have envelopes showing the post-marks, if any result is to be looked for. It is, of course, very important for grain dealers to receive advices by mail promptly, and delays should not be allowed to go without attention being called to them. It is too often true that no mention is made of irregularity in the service until it happens to be the occasion of some considerable loss.

* * * * *

A practice resorted to by some grain receivers which can at least be termed "questionable" is that of covering up poor sales, or those which they fear will not be satisfactory to their shippers, by having the inspection reduced to a lower grade. For instance, if oats inspected No. 3 they may be changed to No. 4. This is something which need not necessarily involve any fraud or collusion on the part of the inspectors, for samples are frequently so close to the line dividing two grades that it is a question on which side they belong, but it is certainly not quite fair to the shippers, and in the hands of unscrupulous persons the practice may be made the means of robbery, pure and simple.

Where a shipper has reason to suspect that he is not being justly treated in this respect, he has the right to demand certificates of inspection with notations showing that the grades have not been altered from those originally placed upon the grain, and if there has been any change made this will bring out the facts.

It is also well that shippers should again be reminded of the essentially dishonest

practice which is said to prevail in certain quarters of allowing buyers $\frac{1}{2}$ lb. more dockage on wheat than that placed by the inspector in consideration of $\frac{1}{8}$ c to $\frac{3}{4}$ c more in price. This is something which can be very easily "nailed" by demanding certificates of inspection, and the wonder grows that the customers of some houses are so blind to their own interests. The custom has originated simply as a desire to make a good "showing" and thereby secure an increased volume of consignments, but anyone can see that at present prices an allowance of dockage results in a net loss to the shipper.

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Burning of McLaughlin & Ellis Elevator at Cartwright, Manitoba.

In one or two issues back of the Journal some commission merchant told about his traveling agent's learning of dissatisfaction among the shippers of the house—in regard to half-forgotten matters which had never been mentioned in their letters—by meeting them at conventions, and he said that occasionally (or often) this was the only way in which he ever learned the reason why dealers had quit billing grain to him or had a chance to make good.

Now I want to say right here for the benefit of any of our shippers who read this that it isn't treating us fairly to keep mum about things of this kind until they happen to meet one of our traveling men at some convention. If they have any fault to find with the way their business has been handled, they ought to drop us a line about it at once, so that we can have a chance to look the matter up and tell them just how it is. We aren't perfect by any means, and some employee of the house may have made a mistake that wasn't caught, but if we find on investigation that our shippers have any right to kick we shall be quick to acknowledge it and set things right.

In nine cases out of ten shippers will be reminded of some circumstance which they have overlooked, but if the receiver is at fault he will make such reparation as he can and then try all the harder to please next time. Quitting a commission merchant and never giving him an inkling of the reason for it is like discharging a servant without giving him any explanation. The fact is a man who has made mistakes and been admonished not to repeat them is a much better servant than the green hand whom you haven't yet tried, for if the former is any good at all he will be much more careful in future.

When dealers have occasion to write to railroad officials in regard to claims previously filed, they will find that it expedites matters if they give the R. R. claim numbers as well as any which they may have themselves affixed. This information enables a claim agent to turn directly to his record of the papers and give prompt consideration to the shipper's request, or to the additional evidence furnished; but where he is obliged to look through one of his books to find the entry made of the claim, he will be apt to lay the shipper's letter aside for attention at a more convenient season. A good many of the most "exasperating" delays occur just in

this way, and whose fault is it? The R. R. Co.'s claim number will be found on the acknowledgment (usually a postal card) sent to the shipper when the claim is filed.

* * * * *

In making shipments, with advice of drafts against them, be careful to state whether you will keep a running account or prefer to have a remittance made with account sale; that is, when opening the season's business. Otherwise you will be expected to draw for balances. Many dealers wait for remittances and grow angry when they do not come, assuming that they will be made as a matter of course. It will be seen on reflection, however, that the receiver does not know whether or not there is a draft out against the credit, and if he sends a check he is liable on the following day to have a draft for the amount presented to him, which he must either pay or allow to go to protest, as the banks will not be diverted from their usual course by any explanation.

Burning of the Manitoba Elevator.

On this page we are able to present an engraving of the burning of the McLaughlin & Ellis elevator at Cartwright, Man. This elevator was set on fire by sparks from a Canadian-Pacific locomotive and totally destroyed. The local fire department is conspicuous by its absence. However, it is not likely that it would have been able to have extinguished the fire, if it failed to arrive before photograph was taken.

Crop Reports

CANADA.

Winnipeg, Man., Sept. 22.—Prospects in this country for wheat are improving, as the threshing returns are greater than expected. We have, however, been troubled with showery weather so that not much threshing has been done yet. The season is very late; and it does not look as if any large proportion of the crop could be gotten out before the close of navigation. It is grading all the way from No. 1 hard down to feed.—John Love.

Winnipeg, Man., Sept. 10.—The wheat in Manitoba and Territories is now fully three-quarters harvested. Notwithstanding the serious damage done from rust, the crop will be a fair one. After hearing so much about damage from rust it will be a surprise to most of people to know that there will be so much grain, and so much of good quality. There will be more than five times as much one hard this season, and the bulk of the wheat will grade from two northern up to one hard, that is, if weather conditions are favorable until the threshing is completed. Possibly about one-third will grade from three northern down to four and feed. Since our last report some damage has been done by frost, and on account of this damage we reduce our estimate. Our last estimate was 53,000,000 bushels. We now estimate that the total crop of Manitoba and the Territories combined will be from 51,000,000 to 53,000,000 bus. of wheat. This amount will make an average of about 16 bus. to the acre for Manitoba and Territories, say 3,215,000 acres.—Campbell, McLean & Co.

ILLINOIS.

Murdock, Ill., Sept. 20.—Corn will not exceed $\frac{3}{4}$ of a crop, on account of being hurt first by dry weather, then later by corn falling down.—W. W. Jones, agt. National Eltr. Co.

Monmouth, Ill., Sept. 21.—The yield of oats above the average, and quality good; most of it has been marketed. Corn prospects good, but late; no damage from frost, and yield bids fair to be larger than that of 1913. Corn huskers scarce. In fact there is a big demand for good farm hands, and wages are high.—C. S. Fletcher.

Neoga, Ill., Sept. 23.—Corn about 75 per cent of an average crop; and about 80 per cent of it out of the way of ordinary frost. Oats was about 50 per cent of an average crop of good quality. No wheat raised here to amount to anything; and our home millers have to ship in their wheat to supply their trade. Timothy hay about 75 per cent of an average crop.—F. D. Voris.

KANSAS.

Greeley, Kan., Sept. 20.—Wheat crop small, and poor quality. About 1-3 corn crop, and not very good. Half crop of oats, and flax light crop. Poor crop of everything here this season.—Greeley Milling Co.

F. L. Williamson, of F. L. Williamson & Co., Clay Center, Kas., says that while wheat in his immediate territory has been turning out good, he will not have enough to run his mill. He reports the grain cleaning up much better than he had expected.—P.

L. Cortelyou, of Muscotah, Kas.: "I don't believe that the Kansas corn crop could really be considered in any danger at all. The Kansas crop, as a whole, is now so far advanced that it will not be injured, even if a light frost should come. I do not think there would be more than 15 or 20 per cent of it that could be injured at all by a frost. The corn condition, as reported to me, is very satisfactory over the state, except in a small territory along the eastern line, where most of the very late corn is located."—P.

Grainfield, Kan., Sept. 21.—The acreage of wheat, which is the principal crop raised here, was 10 per cent more than ever sown here. Condition poor. Yield an average crop of 4 bus. per acre on fall wheat; spring wheat (macaroni) is being raised here, yield this year an average of 13 bus. per acre, testing 40 to 43 lbs., while the winter wheat was 2 to 18 and tests 49 to 60 lbs., largely 54 and 55

lbs. Barley good crop, 15 to 45 bus. per acre. Corn 30 per cent of crop. Oats good, but few sown here. Ground dry and rain needed too for the new crop that is being sown here. Prospects are that there will be a greater acreage than ever sown this year.—M. W. Lewis.

IOWA.

Dyersville, Ia., Sept. 10.—Acreage of oats same as last year; yield 40 to 50 bus., quality good. Corn acreage more than last year; with ten days more favorable weather we will have a good crop. No wheat here.—Jas. Limback.

Albia, Ia., Sept. 22.—Crops are about normal in this section. Oats average about 25 bus. per acre and are of an extra good quality. Corn is not yet out of the way of frost. There will be some heavy corn and some poor; and just an average crop.—Wilkin Grain Co.

Essex, Ia., Sept. 19.—Crops are now out of the way of frost, practically speaking. Corn, though somewhat uneven, is 25 per cent better than last year. I will have at least 100,000 bus. of choice early grown corn from which I expect to have 60 per cent choice select seed. Our oat crop was an entire failure.—G. M. Gwynn.

Estherville, Ia., Sept. 20.—Oats very good weight and fair quality; threshing returns show a yield of 30 to 40 bus. Rye, wheat and barley very little. Corn is looking well and, if we can have two or three weeks of good weather without frost, will make a good crop; fully 10 per cent larger than usual.—E. L. Briggs, agt. Great Western Eltr. Co.

Clarion, Ia., Sept. 21.—The acreage of oats is about 1-3 the acreage of the county; yield 34 bus. per acre. Wheat acreage very light, average yield about 8 bus. per acre. Barley and flax acreage very light; scarcely anything to speak of in this vicinity. Corn acreage is over 1-3 the acreage of the county, and ought to yield 40 to 60 bus. per acre, and some will go 80 bus. to the acre.—J. H. D., agt. Iowa Eltr. Co.

Edna, Ia., Sept. 22.—Threshing progressing nicely; this being the best fall for threshing, and grain coming in in better shape than for a number of years. The early and late oats are good, being straight white, testing 35 lbs. and averaging about 60 bus. to the acre. The medium oats though are poor, being light and mixed with other grain. Barley is just fair average; from 25 to 30 bus. and grading C, malting mostly, and some even a little better.—The Edmonds-Londergan Co.

INDIANA.

Marshfield, Ind., Sept. 20.—Oats average 42 bus. per acre. Corn good for about 50 bus. per acre.—F. S. Davis.

Mellott, Ind., Sept. 20.—Crops in this vicinity are not looking very favorable. There is not much wheat sown because it does not yield well here. Corn is down bad, but will not fall short over 20 bus.

to the acre if frost does not nip it.—Edward Lee.

New Richmond, Ind., Sept. 16.—The majority of the corn has passed the frost line; the late corn however will need two weeks to mature. One week more will put the roasting ears above the soft corn limit, but the corn will be chaffy. Old corn is practically all moved; very little remains in the farmers' bins. The oat crop, while not a large yield, its acreage more than offsets the light yield. Quality of oats the finest in years; lot of it graded No. 2. Nine out of 10 of the wheat fields plowed up were sown in oats. The wheat crop was a complete failure, with the exception of one farmer, whose wheat made an average of 42 bus. per acre of fine quality; the whole lot sold for seed wheat—a sure yield of the bearded class. Very little wheat will be sown this fall; crop too uncertain. Quite a large acreage of rye for this section; was put in largely for the pasture and the grain for hog feed.—X.

MARYLAND.

Hampstead, Md., Sept. 20.—The yield of wheat is fairly good in this district; but the grain is in bad condition. At least $\frac{1}{2}$ of the crop is damaged by being put away in barns and ricks too wet; it is musty and nearly all the wheat, even the dry wheat, has a slightly musty smell.—A. J. Houch.

Baltimore, Md., Sept. 22.—Several samples of new corn from nearby localities in Maryland and Pennsylvania have been exhibited on Change during the past week. If the ears represent the fields, and the fields the State, we may expect a record breaking crop. That the yield will be heavy is past all doubt, but if the ears exhibited represent the condition there is a probability of disappointment later. Upon examination the corn is found soft, not fully matured, and indicates rank green fodder, not ready for frost. A heavy rain and win storm, equal in force to the destructive storm that passed over parts of Indiana and Ohio in the latter part of August, visited parts of Maryland and Pennsylvania last week, leveling corn fields and damaging corn not fully matured.—B. M.

MICHIGAN.

Cedar, Mich., Sept. 20.—Acreage of grain was larger this year than ever before, but the yield this fall was very small, the most of the grain being unfit for market.—Billman & Sons.

MINNESOTA.

Ada, Minn., Sept. 20.—Threshing is in progress here. Wheat crop damaged 50 per cent by rust. Oats, barley and flax good.—X.

Manyaska, Minn., Sept. 20.—Oats are in good condition and average about 50 bus. per acre. Wheat very good, but a small acreage. Threshing is about completed in this vicinity; the most favorable season for threshing for the past decade.—Bingham Bros.



The Weather Man Has Reason to be Well Pleased with his Latest Production.

Minneapolis, Minn.—The wheat crop is yielding better and grading better than I expected. I believe the crop of the Red River valley will average nearly 12 bus. to the acre. It will run from 10 to 12, which is not so much below normal. It is nearly all graded wheat and very little will be rejected. The crops will return more money to the farmer than last year's crop, considering the good yield of other grain and the big prices.—W. B. Sheffield, Supt. St. Anthony & Dakota Eltr. Co.

MISSOURI.

Hancock, Mo., Sept. 22.—Wheat crop very light, and badly damaged by rust. Corn is only about half crop.—M. O. Mitchell.

High Hill, Mo., Sept. 19.—Acres sown to wheat in this vicinity will be much greater than last year. Corn crop is light, but will have enough to do us without shipping any in.—L. P. & J. H. Hillidier.

NEBRASKA.

Callaway, Neb., Sept. 21.—Wheat is very poor in this vicinity. Oats good; 50 to 70 bus. per acre. Barley good, and 40 to 60 bus. per acre. Corn the best we ever had.—D. F. Barker, agt. Westbrook-Gibbons Grain Co.

Wood River, Neb., Sept. 21.—The acreage of wheat is about 20 per cent; oats, 25 per cent and corn 55 per cent. The yield is from 15 to 27 bus. per acre. Oats 45 bus. The prospects for corn is fine, and it is all out of the way of frost.—Warren Karr, agt. Omaha Eltr. Co.

Tekamah, Neb., Sept. 12.—Wheat and oats acreage about the same as last year; corn 10 per cent larger; yield of wheat 10, and oats 35 bus. per acre. Corn two weeks late, but with fair weather will have yield of 25 to 30 bus. per acre. Hay crop large and as a rule put up in good condition.—C. J. Peterson, mgr. Farmers Grain & Live Stock Assn.

Willow Island, Neb., Sept. 21.—Winter wheat this year averaged 10 to 20 bus. per acre, and most of it was of a very poor quality. Our oat and barley crop was the best in years, averaging from 25 to 70 bus. Farmers are busy sowing wheat, as the ground is in very good condition. Corn crop will go 40 to 75 bus. to the acre, and is the best in years.—J. S. Rolston, of Willow Grain Co.

Omaha, Neb., Sept. 21.—The report as issued by the Nebraska Grain Dealers on the condition of the corn crop Sept. 1, showed that, taking it as a whole, the crop would be out of the way of frost by Sept. 25. Since this report was made up, light frosts have occurred in all parts of Nebraska, but practically no damage has been done. On Sept. 12 and 13 the frost at several points in the western part of the state was heavy enough to kill vegetation, but the corn was so far advanced that it was not hurt. In fact the frosts were beneficial in helping to harden the corn, and at this writing a slight frost would be of benefit. It is estimated that 75 per cent of the crop is at this time out of danger of any frost, no matter how severe.—E. C.

Omaha, Neb.—The extremely low price of oats which is prevailing in Nebraska is thought by many of the dealers to make oats a good investment, and as a consequence some of them are shipping no oats at all, but holding them in storage, feeling sure that with the present good prospects for a bumper corn crop, corn will drop in value and oats advance. This feeling is shared by many conservative receivers in large markets, and they are going into Nebraska and Iowa after oats and filling up everything it is possible to get a hold of in the way of storage capacity. It is quite remarkable the way corn prices hold up in the face of this year's crop; no doubt it is due to the cold weather prevailing, and the great possibilities for heavy frosts, and the difference of opinion as to how much of the corn crop is out of danger.—E. C.

NORTH DAKOTA.

McHenry, N. D., Sept. 1.—Crops are good; some rust, but some wheat is going 25 bus. to the acre.—S. J. Patterson.

OKLAHOMA.

C. V. Boynton, of the Harris-Scotten Co., reports that their men in Oklahoma report 90 per cent of the wheat of that territory as still being in the hands of the farmers.—P.

C. V. Lonsdale, of the Home Grain Co., says their station men on the Rock Island line in Oklahoma report that only about 45 per cent of the wheat has been moved.—P.

Union City, Okla., Sept. 14.—We are shipping new corn of fine quality. One farmer on the South Canadian River bottom has 250 acres of the Oklahoma Silver Mine corn that is making 70 bus. per acre. Such as that will help to make up the shortage in wheat this year. This corn was planted Mar. 24, husking began Aug. 24 and shelling Sept. 13 and 14. The corn is being shipped to the mill of the Canadian County Mill & Eltr. Co. at El Reno. Wheat was not very good, making from 2 to 20 bus. per acre of 48 to 60-pound wheat. Oats also light. Corn, cotton and broom corn are large crops.—C. O. Hardy, agt. C. C. Mill & Eltr. Co.

SOUTH DAKOTA.

James, S. D., Sept. 16.—Wheat is averaging from 3 to 12 bus. per acre and of an inferior quality.—Agst. Geo. C. Bagley Eltr. Co.

TENNESSEE.

Fayetteville, Tenn., Sept. 19.—Late corn in Lincoln county is considerably injured by dry weather.—H. K. Holman, Jr.

Thompsons Station, Tenn., Sept. 23.—Wheat all threshed; yield and condition good, but acreage short. The crop was gotten out in good condition; most all of it out of the farmer's hands. Corn crop fine in this section; will make from 35 to 50 bus. per acre. The acreage is better than last year. I would say this corn crop is the best for years.—W. B. Vevers.

TEXAS.

Dallas, Tex.—As yet the great corn crop of Texas has failed to get on the market, and it is getting more evident every day that while this state has an immense crop of corn, the quantity that will be placed on the market through the dealers will not be so large as anticipated by any means. The fact is developing that the farmers have a much greater capacity for consumption of corn than ever before and are holding their crop. Then again cotton is ripe and ready for picking in the fields and every available hand is being placed in the cotton fields; hence there is no chance for the corn to get to market. Cotton is earlier this season than ever before; thus these two staples ripened in the field at very near the same time, and preference is being given to the cotton crop, even though corn is bringing nearly fifty cents and is very scarce at that price. Practically none of the grain has been marketed for export.—J. S. W.

WISCONSIN.

Berlin, Wis., Sept. 20.—The acreage of buckwheat this season is larger than last; the yield is larger and the quality is better; this applies to the crop in Wisconsin and also in the east. We grind buckwheat extensively and are looking for early shipments.—Stillman Wright & Co.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Sept. 25 have been 56,727,734 bus.; compared with 53,658,911 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Sept. 25 have been 38,188,151 bus.; against 37,662,323 bus. for the corresponding period a year ago.

Watch for bargains in our Grain, Seed and Hay for Sale columns.

The Austrian government has suggested the repeal of the duty on corn.

Oliver E. Field has gone to Shanghai, China, for the Allis-Chalmers Co., to erect a 500-bbl. flour mill for Fou Fong Milling Co. It will be an up-to-date plant in every respect, being equipped with a 400-h.p. steam plant, electric lighting outfit, automatic sprinklers, fire pump and hose reels on each floor. Sixteen carloads of machinery have gone forward and Mr. Field will sail Oct. 1 from San Francisco.

Receiver Must Pay the Freight.

In paying freight charges a Cincinnati grain receiver deducted from the bill an alleged overcharge, because the car contained less than the 40,000 pounds billed. On the agent requesting payment of the difference the receiver told him to collect it from the shipper.

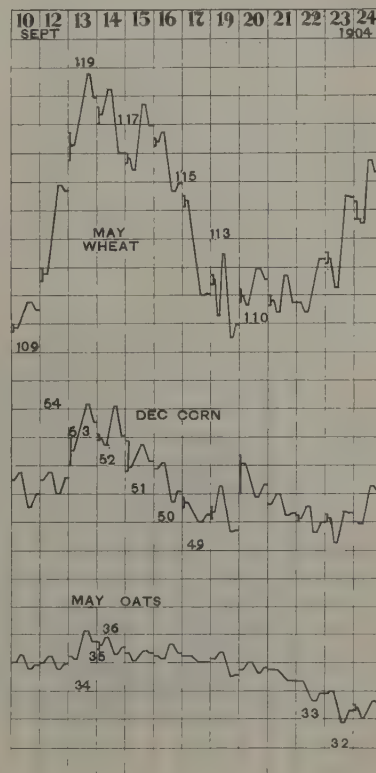
C. B. Murray, Supt. of the Chamber of Commerce, to whom the controversy was referred as arbitrator, decided that the receiver should pay the freight. Mr. Murray found that the 40,000 pounds at which the car was billed represented minimum weight, and that consequently the receiving house had no right to make any deduction.

Mr. Murray further stated that in cases where claims were to be made for overcharges in freight the proper course is to render a bill for such claim, in order that it may be duly passed upon by the claim department of the railroad company.

Frosted Canadian wheat is dutiable at 10 per cent, as claimed by the W. P. Devereux Co., of Minneapolis, Minn., in their protest to the internal revenue dept., the general appraisers having, on Sept. 16, upheld their protest against the 25 cents per bu. duty.

Chicago Prices

The opening, high, low and closing quotations of wheat and oats for May delivery and on corn for December delivery, at Chicago, for 2 weeks prior to Sept. 25, are given on the chart herewith.



From the Corn Pit.

If the frost keeps off the pumpkin till the
fodder's in the shock.
Then the bulls will have no reason all my
estimates to mock.
And I'll be the man that's squeezing, not
the one that gets the squeeze.
And I'll find a lot of pleasure in each
frosty, nipping breeze.
O, they led me to the slaughter when I
had a lot of wheat.
And in oats they thought their mission
was to soak me and repeat.
But I'll be serenely happy and as solid as
a rock
If the frost keeps off the pumpkin till the
fodder is in shock.

Every telegram from Kansas and Dakota
and the west
Sends a sudden, anxious tingle through the
heart within my breast,
And I worry and I wonder and I fidget
and I fret
Till I get the cheering message that it
hasn't frosted yet;
And I peer out from my window in the
pearly hush of morn.
Looking for the rime presaging a tre-
mendous jump in corn;
And my ear's a-strain to hear it when
good fortune comes to knock
If the frost keeps off the pumpkin till the
fodder's in the shock.

—W. D. Nesbit in the Tribune.

Letters From Dealers

TERMINAL RAILROADS INDIFFER- ENCE TO SHIPPERS' RIGHTS.

Grain Dealers Journal: With the per-
mission of Mr. Geo. A. Wells, Secretary
of the Iowa Grain Dealers' Asso., I give
you below the substance of a letter writ-
ten by him, which contains a number of
points that seem to be worthy of earnest
consideration on the part of the grain
trade. He says:

"We find that in nearly all large mar-
kets there are terminal railroad companies
who do the switching, and that most grain
shipments going to market are handled
by these terminal roads before being de-
livered at unloading points or transfers.
These terminal companies are extremely
indifferent regarding the protection of
property. In some cases their facilities
are entirely inadequate to handle the busi-
ness that is offered to them and must be
handled by them. In fact, the circum-
stances and the conditions give them a
monopoly of that business to a large ex-
tent."

Here Mr. Wells mentions a market that
has been the subject of much complaint
on the part of shippers and alludes to
the several terminal companies doing busi-
ness in and about it, which "are supposed
to be separate organizations but are un-
questionably in fact one organization, or
rather controlled by one interest." "The
manner in which they handle the busi-
ness," he adds, "should receive attention
from some source that has sufficient au-
thority to become effective."

"The country shipper who has suffered
loss at their hands that is of comparatively
small amount is not in a position to take
up his case and prosecute it; consequently
he simply allows the matter to go by de-
fault and takes it for granted that such
bad methods are natural to that particular
market, and that there is no cure for it.

"Where the shipment of grain has origi-
nated in another state, the business being
inter-state, the railroad originating the

shipment takes the position that it is not
liable for losses that occur in the hands
of the connecting line, and therefore re-
fuses to entertain a claim by the shipper
for losses that would occur when in the
hands of the terminal railway company or
other connecting roads. I believe there
are in some states laws requiring railroad
companies to become liable for such losses
and that such a law was passed by the last
session of the legislature of Iowa, but I
am inclined to believe that such a law
would not be held constitutional."

Mr. Wells goes on to say that consid-
ering all these facts it would seem abso-
lutely necessary that there should be some
national law providing a remedy or that
the Interstate Commerce Commission be
invested with authority to enforce its
rulings.

I give you these points with the hope
that they may have the thoughtful atten-
tion of your readers and that some of
them may feel inclined to take the mat-
ter up further in the columns of the Jour-
nal.—T.

HOLDING BACK SHIPPERS' GRAIN.

Grain Dealers Journal: With the fear
of a blockade before them, some of the
railroad companies are beginning to hold
cars at stations just outside of terminal
markets and let them come forward as
they find that they have accommodations
for them in the yards. This is a prac-
tice which has many advantages, not only
to carriers but also to the shipping public,

While such occurrences cannot be
avoided altogether at this season of the
year, their number may be greatly less-
ened by sending tracers after cars that
do not turn up at destination within a
reasonable time. By this means the at-
tention of the operating officials is called
to them and they are started along
sooner than they would otherwise be. It
is also serviceable to have the consignees
start tracers from their end, as one tracer
sometimes fails to perform its mission,
while two rarely do.—Traffic Manager.

RESENT ORDERS FROM SHIPPERS.

Grain Dealers Journal:—I send here-
with tag $7\frac{1}{2} \times 8\frac{3}{4}$ inches removed from
a car which I saw transferred today. I
do not know why it is elevator foremen
are required to take note of any variation
from the weight recorded by shipper on
tag, but he did so in this case.

You will note that with his patent car
loader shipper was able to blow in 55,-
390 pounds of oats. Patent car shovels
were so much stronger than his loader
that the transfer elevator was able to
pull 55,920 pounds of oats out of car. This
increase in weight, however, may be due
to the fact that the car was loaded while
dirty, as it was badly mixed with corn
on the bottom. Shippers loading spout
and loader may have been full of corn
when he started to load this car with
oats.

No doubt tacking notices of this char-
acter on cars is a good practice, but I be-

Patent Car Loader Used

Inspect Ends as well as Center of Car.

NOTICE

This car of grain has been carefully weighed
and affidavit can be furnished. Loaded with
oats at Fletcher. The exact weight is 55,300
pounds. Car leaves in good repair, carefully
coopered, and doors fastened with Seal No. 452-
453. If car arrives in leaking condition, bad or-
der or weight varies materially from the above,
you are required to take note of such weight var-
iation at time of weighing, fully investigate and
report condition of car.

Sept. 13, 1904

J. E. Hawthorne,
Bloomington, Illinois

which suffers from delays at congested
terminals; but I find that in many in-
stances it has worked to the injury of
some shippers from the fact that their
cars have been left out longer than those
of others, particularly when they were
caught at the closed ends of hold-tracks
and shut in by later arrivals.

lieve that if the wording of the card was
changed so as to appear in the form of
a request for a favor from those unload-
ing the car, the notice would be heeded
much more frequently. I merely venture
this suggestion because I believe that
some of the elevator foremen resent
orders received in this way.—Inspector.

Meeting of Grain Dealers Union.

A meeting of the Grain Dealers Union of S-W. Ia., & N-W. Mo., was held in the Hotel Johnson, Red Oak, Ia., Sept. 20.

Pres. Hunter called the meeting to order and said: It is rather discouraging to see less people in this audience than there were at the meeting when this organization was formed. Then there were 30 present. No doubt the reason is that during the last two years there has been no business for many of our members. The prospects are we will have a good crop this year and just as sure as we have a corn crop we are going to have trouble and then is the time we will need the Assn.

We called this meeting expecting to get a goodly sprinkling of dealers from all over the territory covered by this Assn., so we could come to an understanding with one another as to how we are going to handle this crop. I can't tell you how to handle it but our idea was to get you together to confer with one another. We have a few of you together, but you are widely scattered, so your interests are different, but while we are here, we will do the best we can to come to some understanding. If there are any of you who have grievances or think you are going to have you want to bring them up today.

The following dealers were called upon for a statement of the crop prospects and responded as quoted: W. M. Hewitt, Lenox: We expect about 60 or 65 per cent of a crop. Two-thirds to $\frac{3}{4}$ is out of the way of frost. We have some corn that will make 60 bushels to the acre.

G. M. Gwynn, Essex: In my estimation 65 per cent of our crop is out of the way of frost now.

T. J. McCormick, Stanton: We have some very good corn and some poor corn. It will be a fair crop provided it all matures. The prospects are we will have the usual amount of corn. The oats and wheat crops are almost total failures. The wheat isn't good for chicken feed.

Wm. McMahon, Shenandoah: There is lots of good corn and lots of poor corn in our territory. I judge we will have 65 per cent of a crop in Iowa; in Missouri that much at least.

E. W. Sheldon, Percival: Corn in my section is rather spotted. On the higher ground it is very good. On the lower ground it is not so good. While our crop is not a full crop, not as good as we usual-

ly raise, we have a much better crop than we had last year. I think we have from 60 to 70 per cent of a crop.

W. H. Eaton, Emerson: I think two weeks will put corn out of the way of frost. If we have frost before that much of the corn will be soft.

D. Hunter, Hamburg: I think 75 per cent of the corn is out of the way of frost at Hamburg and Watson. I think we will have pretty near a full crop. The only drawback I see is that some of the ears stand straight up. Whenever an ear stands straight up there isn't much weight in it.

J. Gault, Creston: South and Southeast from Creston the crop is not as good as north and west.

The names of five applicants for membership were read by Sec'y Stibbens and the applicants admitted to the assn.

W. J. Davenport, Asst. Div. Fr. Agt., C. B. & Q., stated that the crop was underestimated. That very little corn would be fed and consequently there would be a great deal more to ship. In order to avoid shortages a grain dealer should see that the cars sent him are properly coopered. If it is not fit to ship grain in, refuse it and send it back for repairs. The grain man is not in the car repairing business. He has other things to do.

The railroads haven't been paying much attention to the grain business the last two years, but this year they are thinking about it and I do not think you will have any trouble about cars.

The meeting dispersed without formal adjournment.

CONVENTION NOTES.

St. Louis was represented by J. A. Connor, of Connor Bros. & Co., Jos. Norton, G. E. Parrott, of Parrott-Day Co., and Eric Picker, of Picker & Beardsley.

J. F. Younglove was on hand to serve those who desired to erect elevators.

W. J. Davenport, Asst. D. F. A., represented the "Q."

Harris Scotten Co. was represented by Mr. Davis, who kept the dealers supplied with cigars.

Handsome leather card cases bearing the name of Connor Bros. & Co. were distributed.

Mr. Picker supplied all comers with a folder containing a map of the St. Louis Fair Grounds.

The following Iowa dealers were in attendance: G. H. Currier, Prescott; C. F. Davis, Pacific Jctn.; W. H. Eaton, Emerson; R. J. Edmunds, Hawthorne; J. Gault, Creston; G. M. Gwynn, Essex; C.

H. Harris, Bartlett; W. M. Hewitt, Lenox; D. Hunter, Hamburg; E. C. Kayton, Strahan; P. Kilmartin, Madden Switch; T. J. McCormick, Stanton; Wm. McMahon, Shenandoah; A. J. Marsh, Shenandoah; I. W. Shambaugh, Clarinda; E. W. Sheldon, Percival; M. Turner, Elliott; E. H. Van Schoiack, Elliott; Fay Wright, Glenwood; E. W. Wyant, Malvern.

The "show me" state was represented by J. M. Scamman, Tarkio.

Manila Hemp.

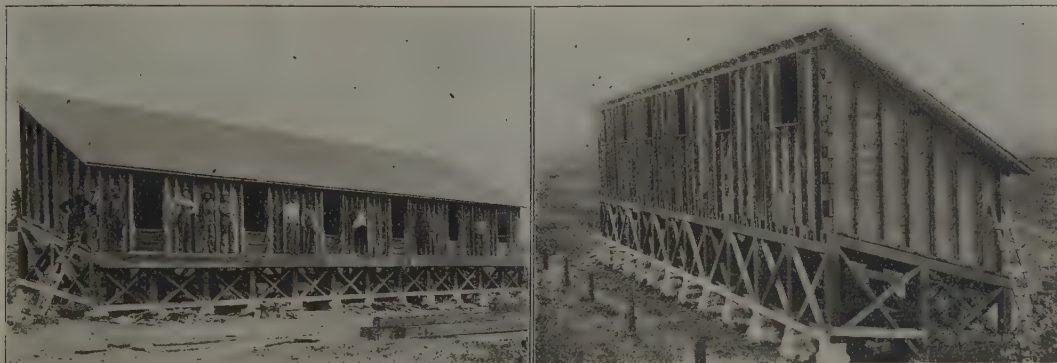
Hemp, the principal product of the Philippines, forms in all its stages of growth and treatment the chief exhibit in the Agricultural Building of the Philippine Exposition, World's Fair, St. Louis. Last year the crop was worth twenty million dollars. It is not generally known that this Manila hemp is one of the species of the wild banana plant.

From the rafters trail long white festoons of hemp almost as fine as unspun silk. When it is realized that so little machinery is used in the culture of Manila hemp and in the rope making from it, this exhibit is all the more striking. The heavy wooden combs used for refining the fiber are shown, and near by are the clumsy bull carts with heavy wooden wheels for transporting this material from the rural districts into the towns, where it is twisted into the unsurpassed ropes. Hemp, however, is not the only fiber-used for cordage, for large exhibits of ropes are shown made from the fiber of the coconut, maguey, obtained from the leaf of the century plant, bamboo, and even rattan.

Self-Cleaning Coal Bins.

Illustrated herewith are self-cleaning coal bins built by the Northern Grain Co. at a number of its country stations. These bins are generally built in groups of six bins each, that many kinds of coal being carried at each station. The bins are twelve feet wide and have an incline toward the back of three feet, thus facilitating removal of the coal.

Each bin must be emptied and accounted for before any more coal of the same grade will be supplied. This helps the company to keep track of its coal business and reduces the amount of labor required at country stations to handle it. Grain dealers who handle coal as a side line will no doubt find this idea a good one.



Style of Self-Cleaning Coal Bins Used by the Northern Grain Co.

Gasoline Engines at St. Louis Exposition.

Elevator men who visit Machinery Hall at the St. Louis World's Fair will be interested in the great variety of gasoline engines exhibited. In Aisles D and E, Block 41, will be found the 17 engines exhibited by the Otto Gas Engine Wks.

Several novelties of more than ordinary interest are shown, including a 40 h.p. horizontal single cylinder engine directly connected to a Diehl generator. It is fitted with a rotary ball governor which regulates the charges taken, or fuel consumed according to work done; sometimes called "hit and miss" governing. The regulation of this engine is said to be perfect. With this method of governing, the idle running gas consumption is less than 18 per cent of full load consumption, and this adapts itself to many situations where the load during many hours at a time is light. Under these conditions the most economical running is obtained.

The two largest types of engines show latest design for large engine construction, being fitted with their own patent self-starters, the method of starting being to set engine at the point of ignition and with a hand pump provided, a charge is pumped into the cylinder. After cylinder is charged it is cut off by hand lever, and a somewhat greater pressure is pumped into a vessel which is part of the starter. When sufficient pressure is pumped the hand lever is opened allowing the greater pressure in vessels to come in

contact with the engine piston which slowly turns engine over when the igniter snaps and a charge is ignited. This gives the flywheel sufficient momentum and next charge is drawn in by the engine in the regular way. This method of starting insures against failure to start, as it is not dependent upon an air supply stored by engine when running, and annoyance caused when air is exhausted.

All the engines are fitted with patent electric engines having both movable and stationary electrodes, mounted in a phosphor bronze flange.

The space is very brilliantly lighted by arc and incandescent lamps, which are being run by engines in the space.

They also exhibit a number of awards, gold and silver medals, which they have received. Their engines have been exhibited at all the prominent expositions, and they claim the distinction of having over one hundred gold and silver medals and numerous awards and diplomas, leading in the number of awards made over any other piece of machinery that was ever exhibited.

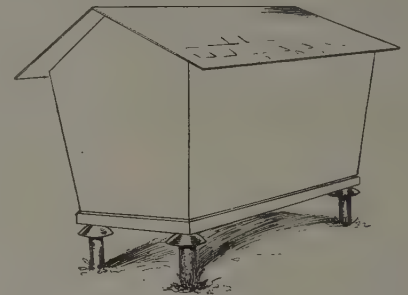
Eastern Washington wheat is reported to contain an unusual amount of smut and shrunken grains.

Reddog and clear wheat flour, rye flour and oatmeal may prove inexpensive substitutes for the high grade bleached patents.

"Mrs. Van Tassel is going to dabble in grain." "Well, she should make an ideal broker." "Why so?" "Because she is married and none of the other brokers would dare squeeze her."

Rodent Proof Corn Cribs.

A new idea or rather an old idea in a new form is presented herewith for placing corn in cribs beyond the reach of rodents. The loss due to corn destroyed by rats, mice and squirrels in every state runs way up into the hundreds of thousands of dollars.



Rodent Proof Corn Crib.

It is practical to build small cribs and place them on piles capped with concave disks of corrugated iron, but where corn is stored in large quantities this scheme does not appear to be practical. The suggestion comes from an Illinois grain dealer who has seen it tried with success, and he contributes the suggestion for the benefit of those who are able to use it.



Otto Gas Engine Exhibit at the World's Fair, St. Louis.

Seeds

The alfalfa seed crop is being cut in Kansas.

The Kentucky crop report gives the condition of clover Sept. 1 as 80 per cent.

Albia, Ia., Sept. 22.—Timothy seed was a light crop and is about all on the market.—Wilkin Grain Co.

The largest car of timothy seed ever received at Chicago was sold on 'Change Sept. 23. It contained 746 bags.

Clover hulling is giving satisfactory results according to the Illinois U. S. Gov't weekly report, of Sept. 20.

We are on the eve of a most interesting season, and, so far as clovers are concerned, with every prospect of high prices.—London Corn Circular.

October has been the active future for a long time. It will soon take a back seat. Outstanding trades in it are smaller than usual. This is one of those years when history does not shed much light upon the future.—C. A. King & Co.

There seems to be a guessing contest going on among those interested in the clover seed market. As to the size of the crop, and as to what point the prices are going no dealer seems really ready to commit himself.—H. D.

Philippine imports of seeds for the ten months prior to May 1 were no clover seed and no flax and timothy seed; compared with 120 lbs. clover seed, and 5,819 lbs. flax and timothy seed during the corresponding period of 1902-3.

Alfalfa seed varies greatly in germinating quality. At the seed laboratory at Ottawa, Canada, samples have germinated from five to eighty-five per cent. The greatest vitality was in samples of a bright greenish yellow color. But if seed is of known low vitality it can be sown more heavily.

Owing to the extreme drought prevailing in Russian Poland, there will be practically no second crop of clover and consequently clover seed for next season must be purchased abroad. American red clover seed has been tried with success in Poland upon other occasions and it is now proposed by certain interests to purchase seed in quantity from America.—Clarence Rice, American Consul Warsaw, Russia.

"I wouldn't give very much for a man's opinion on the clover seed situation at the present time," said Henry Cratz of Cratz Bros., Toledo, "But it is my belief that we are going to have a good crop yet if good weather continues. With favorable weather, I see nothing in the way of a big yield from the stubble fields. In '07 we had a big yield from this source. The price is high, but there are chances that it will go higher. Really, I am a little at sea on sizing up the present situation."—H. D.

Buck-horn is plentiful. It is a brown, shiny seed, shaped something like a kernel of wheat or an Indian canoe. Dockseed is also plentiful. It is a brown seed, of triangular shape. Pigeon grass looks like timothy seed. Smart-weed is a black, shiny seed, flat shape. Iron weed is also black, but round and small. Fox tail is a foreign seed, but can't describe it. Plantain looks like a black stem. Of course

too much brown seed will cut the grade. Brown seed is clover that has been damaged in some way.—J. F. Zahm & Co.

Price of clover seed, like wheat, will probably continue high this fall. Export demand helps to make the price. Foreigners are long, some for October and November shipment but are now waiting to see how the crops turn out. Crop will not be a failure in some countries, as was feared earlier. Exports from the United States last year were small, only 45,000 bags, against 104,000 two years ago. They were 214,000 from the 1899 crop, partly due to low prices early in the season. Largest exports were 303,000 bags from the 1893 crop.—C. A. King & Co.

Ernest W. V. Kuehn, of Crumbaugh & Kuehn, Toledo, describes the characteristics of the markets of the past week as being rather quiet and sneaky, a "snake in the grass" disposition. "One thing is sure and that is that we have gotten out of the \$7 rut," said Mr. Kuehn. "The market held about the \$7 mark for a while then there was a sneak for 2 cents higher, then 3 cents still higher, then a few cents more at a time, until the present point was reached. This is the first day (Thursday, Sept. 22) we have done any export business for two weeks past. That's good improvement."—H. D.

Seed receipts at Chicago for the week ending Sept. 24 were 5,571,998 pounds of timothy seed, 149,112 pounds of clover seed, 292,540 pounds of other grass seed and 46,346 bus. of flax-seed; compared with 2,484,243 pounds of timothy seed, 119,167 pounds of clover seed, 740,790 pounds of other grass seed and 41,350 bus. of flaxseed for the corresponding week a year ago. Shipments for the week have been 1,631,499 pounds of timothy seed, 56,760 pounds of clover seed, 1,175,121 pounds of other grass seed and 8,255 bus. of flaxseed; compared with shipments of 2,088,695 pounds of timothy seed, 280,800 pounds of clover seed, 109,825 pounds of other grass seed and 3,210 bus. of flaxseed for the corresponding week of last year.

When interviewed on the clover seed situation by a Journal representative a few days ago, Radford L. Burge, vice pres. and mgr. of the Toledo Field Seed Co., had the following to say: "I wouldn't gamble either way on the present situation. The present price is high to say the least; however, it may go higher. I am inclined to think the farmers are holding back in anticipation of higher prices. There has always been enough seed for all of us, and I guess this year will be no exception to the rule. From my observations, I find there are sections where the crop is poor while there are other sections where it is big. I am inclined to think the crop will be on the average with other years."—H. D.

The quality of a sample of clover seed depends upon its cleanness, the percentage of germinable seed, the vigor of germination, and the origin of the seed. The cleanness of a sample depends both upon its freedom from broken seeds, dirt, and other inert matters, and upon the absence of weed seeds of other cultivated plants. The seeds of timothy and of white and alsike clover are often present, and, although they must be considered impurities, they can not be called injurious. Timothy may sometimes be present in such quantity as to be objectionable, not from the nature of the plant, but

because the seed can be purchased at a much less cost than clover seed, and a farmer does not want to pay for clover when he gets timothy. More serious is the presence of a considerable quantity of weed seeds, especially if among the lot are seeds of some of the more pestiferous weeds.—A. J. Pieters, Division of Botany, U. S. Dept. of Agri.

Baltimore Letter.

J. O. Foering, of Philadelphia, Pres. of the Chief Grain Inspection National Assn., was in the city this week on his way home from a fishing trip on Chesapeake Bay. He had nothing new to say in regard to the Inspectors Assn., and very little to say about fishing either.

Full mention was made in the Journal recently of the tidewater extension of the Western Maryland Railroad, then rapidly nearing completion. This line is now open to business. The first car of freight passed over it on 20th inst., and traffic is expected to increase rapidly when western railroads are instructed in regard to billing, etc.

P. W. Pitt, of Pitt Bros. Co., was elected by the Board of Directors to fill the vacancy in that body caused by the death of J. Hume Smith. Mr. Pitt has never before served on the Board, but has always taken an active interest in the affairs of the Chamber of Commerce and for many years was a valuable member of the wheat committee.

At the recent meeting of the Board of Directors of the Chamber of Commerce resolutions were passed in opposition to the enforcement of the so-called uniform bill of lading, and strongly recommending that all shippers in official classification territory refuse to sign special bills of lading, also decline to accept bills of lading marked "Not negotiable," but to insist upon goods being transported as heretofore, as at common law, and at the current freight rate. This is in accord with similar action taken by many business organizations throughout the country, and the business interests at last appear determined not only to resist the enforcement of the proposed bill of lading, but to go farther and call all shippers' attention to the irregularities in many of the forms of bills of lading they have heretofore accepted, pointing out to them the risks they have assumed under the belief that the signature of a railroad agent to a nondescript paper constituted it a bill of lading which guaranteed the liability of the carrier and was evidence of ownership of the property under all circumstances.—B. M.

Chances for business are to be found in our Grain, Seed and Hay wanted columns.

Over 500 eastern bucket-shops in the east lost their quotations after John Hill discovered the leak in New York.

Because the other fellow says complimentary things about you, don't get out your hammer in turn. See rather if there isn't some reason for his remarks. A little self-communion is a very good thing sometimes.

An Illinois bank threatens to throw good money after bad in hope of recovering money lost by its cashier thru option deals placed with a Chicago broker. The courts have decided so very many times that wheat options are lawful it seems arrant folly to attempt at this late date to prove such deals gambling transactions. Many have played the baby act before but in vain.

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—A. B. Costigan & Co. have failed. Liabilities, \$120,000; assets, \$48,000. Injudicious speculation and inability to obtain money because the banks have been wary since the Eppinger failure, together with some direct losses from short-weight purchases of Eppinger wheat are stated causes.

CANADA.

Abernethy, Assa.—The North Star Eltr. Co.'s new eltr. is complete.

Winnipeg, Man.—John MacLean & Co. are the successors of the MacLean-Mason Grain Co.

Fort William, Ont.—The Ogilvie Mills Co. will have its new eltr. ready for this season's crop.

Winnipeg, Man.—Capitalists from the States are planning the erection of a cleaning house in this city.

Abernethy, Man.—The North Star Eltr. Co.'s eltr. and the Colonial eltr. at this station have been completed.

Wetaskiwin, Alta.—The Alberta Grain Co. is erecting a 35,000-bu. eltr. and expects to be able to handle this season's crop.

Fort William, Ont.—A large force is rushing the work on the new eltr. of the Empire Eltr. Co. in order to have it ready for the present crop.

Niverville, Man.—The Ogilvie Mills Co.'s new eltr., which was recently completed, is equipped with 1,000-bu cleaner, dump scale and chopper.

Moose Jaw, Assa.—The Anglo-Canadian Eltr. Co. is making extensive repairs and improvements on the eltr. recently purchased from McHugh, Christenson & Co.

Winnipeg, Man.—Edward J. O'Reilly, a member of the Winnipeg Grain Exchange and a well known grain man, died of pneumonia Sept. 19, at the age of 56 years.

Collingwood, Ont.—The Collingwood Eltr. Co. incorporated, \$250,000 capital stock. Incorporators: J. J. Daley, of Chicago, P. Paton, C. E. Stephens, W. T. Toner and F. W. Churchill all of Collingwood.

Port Arthur, Ont.—John Edwards has succeeded Jno. Redden as supt. of the King Eltr. The latter will take charge of the C. P. R. plant at Fort William. Mr. Edwards has had charge of the machinery of the company for the past twelve years.

Winnipeg, Man.—D. Horn, chief grain inspector, has called a meeting of the Western Grain Standards Board, to be held at Winnipeg Oct. 4. After examining samples of the crop the Board will make any commercial grades that are necessary.

Winnipeg, Man.—The C. P. R. has issued the following notice: Shipments of bulk grain to Winnipeg must only be accepted when consigned to Ogilvie, the Hudson's Bay Co., J. A. Body & Co. (flax only); the Northern Ele., Winnipeg, and the Crown Grain Co., St. Boniface; except that when grain is consigned to Winnipeg

for local consumption it may be accepted with the understanding that if, after arrival at Winnipeg, it is forwarded to points east thereof, it will be subject to full local rates to and from Winnipeg. Grain shipped to Winnipeg and St. Boniface for above ele. companies may be re-waybilled at balance of through rate to Eastern points, with 1 cent per 100 pounds added for terminal service, provided re-shipment is made within six months after receipt of grain at the ele.

CHICAGO.

W. S. Adams, at one time active in the grain trade, died Sept. 22.

H. B. Perine has gone with the Armour Grain Co. as cash grain broker.

Frank Marshall will erect three steel storage tanks at the Hayford Elevator, thereby increasing the storage capacity 100,000 bus.

Henry B. Smith, flour broker and a member of the Board of Trade, has disappeared, leaving debts of \$35,000. He is said to have speculated in wheat.

E. B. Boyd, G. F. A. of the Rock Island system, is said to have accepted the position of traffic director of the freight bureau established by the Board of Trade.

We erred in stating on page 271 Sept. 10 number that J. J. Leonard was Sec. of the meeting of receivers held Sept. 10. He was not at the meeting. J. R. Leonard was secretary.

W. H. Laidley, who was suspended for his failure two months ago, was expelled from the Board of Trade Sept. 20, for having deposited shares of stock belonging to a customer as collateral at a bank in his own name.

Firms involved in the July oats deal of 1902 held a meeting Sept. 21 and agreed to settle on the basis of 42½ cents per bu., the price determined by Judge Chytrous in his recent decision in the suit of Waite, Thorburn & Co.

The Directors of the Board of Trade have approved the exhibit of samples of grain at the stock show of the Grain Dealers National Assn. Prizes will be given for the best seed, the awards to be made by experts chosen by a special committee.

The Board of Trade has brot two suits for \$8,000 against the Chicago Terminal Transfer Co. and the City Trust, Safe Deposit & Surety Co., of Philadelphia, to recover the value of grain missing, for the benefit of the Calumet & Western Eltr. Co. and J. Rosenbaum.

The transportation committee of the Board of Trade has approved the recommendations of the American Shippers Assn. that shippers refuse to sign the uniform bill of lading and that shippers insist on striking out the words "not negotiable," from all order bills of lading.

The new rule of the Central Traffic Assn. granting Chicago transit privileges, is "That we accord the transit privileges of shipments of wheat originating at Missouri river points, or beyond, destined to

Central Freight association points, subject to a minimum of 60,000 lbs. per car, with the understanding that the payment of switching and transfers is left to the option of each individual road."

Over 100 members have signified their intention to go on the Board of Trade's World's Fair train, to St. Louis, Chicago day. Arrangements have been practically completed for a train of Pullmans made up of a club car, two dining cars, all the necessary sleeping cars, and portion of which will be apartment cars, for the use of members taking their wives, and an observation car. This entire train will be at the disposal of the party from the time it leaves Chicago at 1 o'clock Thursday, Oct. 6, until the arrival in Chicago on the return Sunday morning. The expense to members will be \$17.50, which includes sleeping accommodations for the entire time, all meals going and coming, as well as breakfasts while in St. Louis.

COLORADO

Jamestown, Colo.—The Thompson Milling, Eltr., Light & Power Co., of Loveland, will erect an eltr. at this point.

ILLINOIS.

Nilwood, Ill.—F. W. Cooper will erect an eltr.

Weldon, Ill.—The Rogers Grain Co. will rebuild.

Tolono, Ill.—A. H. Edwards has remodeled his eltr.

Morton, Ill.—B. F. Tucker, of Colorado, will engage in the grain business.

Hazelhurst, Ill.—Alexander O'Kane has purchased the eltr. of James Herbert.

Weston, Ill.—Weston Grain Co. capital stock increased from \$8,000 to \$10,000.

Lodemia, Ill.—Theodore Crumbaker will have charge of Churchill & Co.'s eltr.

Arcola, Ill.—The farmers eltr. is to be remodeled and new machinery installed.

Roscoe, Ill. B. Hutchins has bot a half interest in the eltr. of Chas. Whiting.

Washburn, Ill.—H. Lesch & Co. have installed two Hall Distributors in their eltr.

Sadorus, Ill.—Suffern, Hunt & Co., of Decatur, are erecting a \$12,000 eltr. at this station.

Paxton, Ill.—W. J. West, formerly in the merchandise business, has engaged in the grain trade.

Merritt, Ill.—F. B. Six, of Alexander, will have charge of the grain business of E. S. Greenleaf.

Pana, Ill.—M. R. Corbett has bot the eltr. property of A. B. Smith, who will remove to Cincinnati, O.

Montgomery, Ill.—The Whiteside County Farmers Local Exchange will build a 10,000-bu. eltr.

Arrowsmith, Ill.—The Arrowsmith Farmers Eltr. Co. has been organized with a capital stock of \$15,000.

Clinton, Ill.—P. K. Willson will erect a 25,000-bu. eltr. The Burrell Engineering & Construction Co. has the contract.

Dakota, Ill.—E. W. Fyler has sold his interest in the eltr. to his partners, Graham Bros., who will continue in the business.

When you get a chance to cross question the candidates for the state legislature from your district, do not fail to impress upon him the need of rigid civil

service rules for the state grain inspection dept.

Weedman, Ill.—The Weedman Farmers Grain & Coal Co. has bot Bartlett, Frazier & Carrington's eltr. at this station for \$3,000.

Steward, Ill.—Titus Bros. are building an eltr. on the new branch of the C. M. & St. P. Their old house has been leased to Shearer Bros.

Chicago Heights, Ill.—J. F. Leising & Co.'s eltr. containing 1,400 bus. of grain was damaged by fire recently. Loss, \$500 partially insured.

Dillsburg, Ill.—E. E. Stribling has given the Burrell Engineering & Construction Co. a contract for the erection of a modern 20,000-bu. eltr.

Perdueville, Ill.—The Perdue Eltr. Co. has contracted with the Burrell Engineering & Construction Co., for the erection of an 80,000-bu. eltr.

North Dixon, Ill.—Geo. D. Laing has purchased the Bartlett, Frazier & Carrington eltr. at this station, and will retain R. W. Winders as mgr.

Fairland, Ill.—The Fairland Grain & Lumber Co. incorporated, \$5,000 capital stock. Incorporators: J. C. Deere, James Watts and Thomas O'Neill.

Gibson City, Ill.—The Drummer Grain Co. incorporated, \$6,000 capital stock. Incorporators: B. F. Holder, Henry Shields and Albert Gilmore.

Kewanee, Ill.—D. L. McLaughlin has made a claim against the Neola Eltr. Co. for \$300 on grain of a tenant who did not pay his rent but sold the grain.

Ludlow, Ill.—Wm. Murray, who recently purchased an eltr. here, is making some extensive improvements on his plant; and it is to be covered with corrugated iron.

Forreston, Ill.—The eltr. of A. E. Gregory and the warehouse of B. C. Whitlock, occupied by J. B. Kimball, burned recently. The loss on both buildings and grain is estimated at \$10,000.

Garfield, Ill.—The Garfield Grain Co. recently organized with a capital of \$5,000, has purchased the eltr. of Merritt Bros. at this point. Incorporators: Thomas Whalen, J. H. Bennett and J. J. Prendergast.

Glover, Ill.—Swearingen & Walker, of St. Joseph, will build an eltr. on the new branch of the C. & E. I. at Glover, and have let the contract for a 50,000-bu. house to the Burrell Engineering & Construction Co.

Cheneyville, Ill.—Coon Bros., whose headquarters are at Rantoul, have bot the eltr. of Bert. Rollins and expect to build a concrete engine room and increase the capacity of their outside oats granary to 25,000 bus.—Fred C. Leach.

Dawson, Ill.—Mrs. J. L. Smith, wife of Jas. L. Smith, who will engage in the grain business here, met with a severe accident recently. While waiting at Decatur for a change of cars she was struck by a street car and thrown thirty feet and badly bruised.

Grain dealers who ship to Chicago are directly interested in the city's being granted a new charter. The justice courts, which are in nowise suited to the needs of a large city, have made the work of the Grain Shippers Protective Assn. doubly difficult. With high grade municipal courts which the city hopes to gain by its new charter, the grain car thieves and

others will be held in check. Help Chicago get a new charter and thereby advance your own business interests.

INDIANA.

State Line, Ind.—Finch, Finch & Lynch, a new firm, have bot the eltr. of M. A. Current at this station.

Collett, Ind.—Bickel & Sanders have succeeded Wm. Sanders & Son. Jas. A. Bickel is the new member.

Hammond, Ind.—The Chas. A. Krause Grain Co., of Milwaukee, will erect an eltr. at this point, it is rumored.

Crawfordsville, Ind.—The Crabbs, Reynolds, Taylor Co. has purchased one of A. H. Richner's feeders and eltr. boots.

Fowler, Ind.—The fire that destroyed the eltr. of the Fowler Grain Co. recently, is supposed to have been caused by a hot box.

Evansville, Ind.—M. L. Johnson, ex-pres. of the Evansville Business Assn., and a well known grain dealer, is lying at the point of death.

Mt. Ayer, Ind.—Ponsler & Johnson have bot the eltr. at this point of Lyons, Esson & Light, who operate a number of eltrs. on the C. & E. I. R. R.

Angola, Ind.—Hendry & Bassett have succeeded Hendry & Appleman in the grain and seed business. The latter is continuing in the business on his own account.

Marshfield, Ind.—Finch & Ermentrout, of Frankfort, have bot the eltr. of F. S. Davis. The firm is composed of J. O. Finch, Burl Finch and J. B. Ermentrout, the latter manager.

Clifford, Ind.—The Toledo Eltr. Co. has succeeded Atchison & Boyd. The company is also building an eltr. at Shelbyville, and equipping it with machinery capable of handling 7,000 bus. per day.

Indianapolis, Ind.—A detective employed by the grain receivers has caught several boys stealing grain from cars. As much as \$85 worth of grain was stolen out of one car, and sold as chicken feed to householders. It is expected that the receivers of the stolen property will be indicted by the grand jury.

INDIAN TERRITORY.

Checotah, I. T.—The Midland Eltr. Co., of Kansas City, Mo., will erect an eltr. of 5,000-bu. capacity.

Muskogee, I. T.—Wm. Black & Co. have engaged in track bidding. They also have a few local stations on the M. K. & T. The firm expects to erect a cleaning house and put in a sheller for handling corn in shuck and ear corn.

IOWA.

Hills, Ia.—Droll Bros. have succeeded W. H. Droll.—I.

Marne, Ia.—The A. E. Harris Co. has succeeded Harris & Peterson.

Rinard, Ia.—The Farmers Eltr. Co. incorporated, \$1,000 capital stock.

Pacific Junction, Ia.—Davis & Dalton have succeeded Davis & Anderson.

Lanyon, Ia.—The Farmers Eltr. Co. has been incorporated, with \$2,000 capital stock.

Malvern, Ia.—E. W. Wyant is remodeling his eltr. and putting in a 7-h.p. Webster Gasoline Engine.

Marion, Ia.—E. C. Hampton has purchased the mill of T. G. White, and is

thinking of organizing a Marion Grain Co.

Le Mars, Ia.—J. J. Gehlen has opened an office here and will buy carloads thru northwest Iowa and Dakota.

Davenport, Ia.—The Davenport Eltr. Co.'s plant was slightly damaged by fire Sept. 10; caused by a hot box.

Glenwood, Ia.—Fay Wright has bot. the eltr. of W. N. Buffington and will also buy grain at the Junction, Henton Station and Haynie.

Dow City, Ia.—Albert Bushoffer is scooping grain here and loading on the Central track and has equipped the plant with scales.

Cushing, Ia.—Walter Ball, formerly of Galva, has bot a half interest in the Ira Conger eltr. and will succeed W. H. Dunkleberger as mgr.

Tipton, Ia.—The Ward-Wilder Co. which has been engaged in the option business here, has closed its office and C. C. Lewis, the mgr. has been transferred to the office at Dixon, Ill.

Read what our correspondent has to say in regard to Congressman Hepburn and the Quarles-Cooper bill. Shippers are after the scalp of the man who blocked the bill intended for their relief.

Cedar Rapids, Ia.—Fred Faulkner has been laid up for the past two weeks through an injury to his leg received while boarding a train at Muscatine, after having just closed the private wire office and the business of the Chicago Grain & Ele. Co. in that city, but managed to keep about to finish closing their other private wire offices in Iowa City and Geneseo, Ill.

Essex, Ia.—G. M. Gwynn recently had the misfortune to have three bins of grain drop thru into the basement of his eltr. One bin contained 1,500 bus. of red rust proof seed oats and the other two 1,500 bus. each of white corn, the entire amount having to be taken out by hand. The estimated loss is about \$200. Cause of the wreck is not yet known.

Des Moines, Ia.—The Chicago Grain & Eltr. Co. has discontinued its private wire offices at Iowa City, Muscatine, Davenport and Geneseo, Ill., retaining the Des Moines office. Prince has taken the office at Davenport, retaining the old operator as mgr. The offices at Geneseo and Iowa City were taken by two bucket-shops, the Donovan Commission Co. of St. Louis and the Hammond Grain Co., of Hammond, Ind.

Des Moines, Ia.—Having been interested to observe in the Journal of 10th inst. a report of the pressure being brought to bear upon Congressman Hepburn, of the 8th Iowa district, to induce a change in his attitude towards bill H. R. 6273, introduced at the last session by Representative Cooper of Wis., I take the following extracts from a Des Moines paper regarding an open letter addressed to Mr. Hepburn by the live-stock men of his district: "The letter states that it is said that Col. Hepburn is not only passively opposed to the Cooper bill but actively endeavors to prevent its passage and that but for his activity the bill would long ago have become a law. Attention is called to the fact that in 1896 Hepburn was defeated for Congress and a weaker and inexperienced man sent in his place, solely because the people of his district were suffering from gross discriminations in freight rates and could get no relief. Figures are given to show that the discrimination now is almost or quite as great

as then and conditions very similar. 'The present situation,' say the writers, 'is entirely satisfactory to the railroads. What your constituents and the people of Iowa generally want to know is, Is it satisfactory to you?'

"The letter is the outgrowth of the visit of the representative of the Cattle Growers' Interstate Executive Committee to Des Moines and conferences with prominent politicians. The association is making a determined fight for this bill, or for some relief, and the Corn Belt Meat Producers' Ass'n is allied and working with it." It is to be hoped that the grain and milling interests of Mr. Hepburn's district will join in the effort of the cattlemen to arouse him to a sense of his duty both to his constituents and to the people of the country at large.—C.

KANSAS.

Larned, Kan.—H. G. Gable & Sons are erecting a 40,000-bu. eltr.

Lorraine, Kan.—Samuel C. Groth & Co. have succeeded Groth Bros.

Marysville, Kan.—David Beavers is the mgr. of Mr. Bailey's eltr.

Scandia, Kan.—The W. M. Chelf Eltr. Co. is erecting a 20,000-bu. eltr. at this point.

Eudora, Kan.—W. W. Bromelsick has erected a 25,000-bu. eltr. which he will operate in connection with his mill.

Pratt, Kan.—A. F. Jones is making plans for rebuilding. The eltr. contained 10,000 bus. of wheat. Loss, \$15,000; partially insured. The fire was caused by the explosion of a lantern.

New Cambria, Kan.—The Lee-Warren Milling Co., of Salina, has leased the Rock Island Eltr. here and placed E. M. Donmeyer in charge. The eltr. was recently remodeled and a new foundation put in.

KENTUCKY

Dublin, Ky.—The Dublin Milling Co. incorporated, \$10,000 capital stock. Incorporators: A. L. Gibson, W. T. and A. L. Lowe.

Adairville, Ky.—The mill operated by J. E. Poynter & Sons, and owned by J. T. Dunlap, of Clarksville, burned Sept. 15, with 12,000 bus. of wheat. Loss, \$10,000.

Lexington, Ky.—The C. S. Brent Co. incorporated, \$25,000 capital stock. Incorporators: Chas. S. Brent, of Charlottesville, Va., H. K. Brent, of Baltimore, Md., and A. C. Brent of this city. The company is composed of three sons of the late C. S. Brent.

Flournoy, Ky.—Mrs. Thompson, owner of the grain eltr set afire by a passing freight train, contemplates bringing suit against the Illinois Central road for the loss. The building was not insured. Walker, Young & Co., who operated the house had their 2,800 bus. of wheat insured at 93 cents per bu.

LOUISIANA.

New Orleans, La.—Geo. G. Stratton, grain dealer, has filed a petition in bankruptcy. Liabilities, \$38,000.

New Orleans, La.—The New Orleans Rice Assn. has been given commodious quarters in the Board of Trade building proper. The Board of Trade has amended its rules regarding the weighing of rice, claims for short weight, time of free storage, and making the basis for all sales

of rough and clean rice 10 days net cash gross weight.

The New Orleans Board of Trade has amended its grain rules covering corn below the Grade of No. 3. The new rule took effect September 15th, 1904. The original rule provided, "No corn below the grade of No. 3 shall be admitted into any export elevator." The amendment provides, "Unless said elevator be equipped with proper drying facilities. All such corn shall be put aside in special bins, and it shall be compulsory upon the management of said elevator to dry the same in rotation, as soon as possible. After drying, reinspection to be made before the corn can be stored with the regular export grades. The Inspection Department shall be required to keep an account of all grades of corn below No. 3, and when corn is tendered from the dryer, and accepted by inspectors, they shall cancel an equivalent amount on their books, allowing for proper loss in weight. At no time shall the elevator load out in cars, or otherwise, any corn below the grade of No. 3, unless same shall have been inspected by the Department. All corn that cannot be raised to the grade of No. 3 or better shall be stored separately, and handled under the supervision of the Chief-Inspector."

MICHIGAN.

Harvard, Mich.—M. Ward is a grain dealer here.

Lacota, Mich.—J. L. Deal has succeeded V. H. Dilley.

Alto, Mich.—J. P. Layer has succeeded Stone & Layer.

Rockford, Mich.—W. H. Hyde will handle grain at this place.

Rodney, Mich.—E. F. Ketchum has gone into the grain business.

Parish, Mich.—W. M. Sanford has entered into the grain trade.

Blaine, Mich.—Frank Brothwell will engage in the grain business.

Midland, Mich.—Alfred Roeller is the successor of Wm. L. Baker.

Pittsford, Mich.—F. M. Cutler has entered into the grain business.

Weidman, Mich.—E. C. Holmes has succeeded Holmes & Anderson.

Deckerville, Mich.—Green & O'Connor have succeeded Arnot & Green.

Avoca, Mich.—Hill & Wadsworth have discontinued the grain business.

Belleville, Mich.—J. R. Clark & Son are the successors of J. G. Commer.

Woodville, Mich.—Martin Holland is the new grain dealer at this place.

Minden City, Mich.—L. H. Riedel has succeeded the L. H. Riedel Eltr. Co.

Bennington, Mich.—Harryman & Leeland have succeeded Harryman Bros.

Chase, Mich.—Homer Miller has purchased the grain business of E. W. Wells.

Jackson, Mich.—The Pacific Starch Co.'s plant burned Sept. 20. Loss, \$75,000.

Scotts, Mich.—The White Bros. Co. has succeeded Wm. E. White in the Grain business.

Elkton, Mich.—The Elkton Grain Co.'s new warehouse is in course of construction.

Grant, Mich.—The Sparta Milling Co. has rented and will operate the Hemingsen Co.'s eltr.

Rochester, Mich.—Ferrin Bros., of Detroit, have bot the grain business of E. S. Letts.

Kalamazoo, Mich.—A. W. Webster & Co. are the new company that is doing business here.

Saginaw, Mich.—The Banner Mercantile Co. is erecting an eltr. in connection with its plant.

Caro, Mich.—Van Sickel & Johnson have bot the eltr. of J. D. Wilsey & Son.—W. E. Shelden.

Lake View, Mich.—Maycomber & Bailey are the new firm that has entered into the grain business.

Flushing, Mich.—J. H. Lewis and John O. Baker have leased and will operate the eltr. of Ferrin Bros.

Grindstone City, Mich.—The Wallace Co. recently equipped its eltr. with an improved Hall Distributor.

Bad Axe, Mich.—The Bad Axe Grain Co. has succeeded W. H. Carey & Co., Muchley & Traux and the Wallace Co.

Sanilac Center, Mich.—E. Harnden, who sold his interest in the grain trade to Greeley & Co., will now do a car lot business.

Evart, Mich.—Davy & Co. incorporated, \$75,000 capital stock. Incorporators: V. R. Davy, F. B. Smith, L. E. Davy, O. C. Johnson, J. H. Bennett, C. E. Dale, W. B. Turner, R. Bailey and J. G. Roxburg.

Bannister, Mich.—The Bannister Eltr. Co., which consists of Leonard Crouse, a well to do farmer, John Howard, who has had about fifteen years' experience in the grain business, and A. L. Beard, cashier of the bank of Morrice, will operate the eltr. at this station.

MINNEAPOLIS

Much of the wheat coming in is grading as low as No. 4.

The Pioneer Eltr. Co. is making a 200,000-bu. addition to its steel eltr. E. A. Bryan Co. is doing the work.

The Twin City Trading Co. incorporated, \$250,000 capital stock. Incorporators: W. H. Blaisdell, W. H. Koon, A. R. Taylor, Clark Hemstead and D. F. Hemstead.

M. W. Lee, general mgr. of the Way-Johnson-Lee Co. has been elected vice-president in place of T. A. Way, who has resigned and sold his interest in the company to his partners.

The issuance of warehouse receipts when the grain is not actually in store in the eltr. is punishable by loss of license and fine of \$1,000, and the Minnesota Railroad and Warehouse Commission has given notice that the penalty will be enforced.

The Minneapolis "curb" is no more. The directors of the Chamber of Commerce posted a notice Sept. 20 requiring members to confine their trading between the regular hours of 9:30 and 1:15. privilege trading will continue after the close until 2:30; Saturdays 1:15 and on government crop report days until 3:30 p.m.

MINNESOTA.

Elkton, Minn.—Geo. Eastman will operate a plant here.

Amboy, Minn.—The Amboy Grain Co. will operate an eltr.

Running Water, Minn.—M. King is the successor of J. Leach.

Gibbon, Minn.—Otto Pless has succeeded Franta & Pless.

Lynd, Minn.—The New London Milling Co. will operate a plant.

Kinbrae, Minn.—McGlin Bros. have engaged in the grain trade.

Chatfield, Minn.—Caw & Lynch have bot the C. M. Lovell plant.

Adrian, Minn.—J. M. McKnight will engage in the grain business.

Goodhue, Minn.—The American Malt-ing Co.'s eltr. burned recently.

Kenneth, Minn.—The Kenneth Eltr. Co. has succeeded Howard & Bemis.

W. Sioux Falls, Minn.—J. B. Peterson is a new grain dealer at this place.

Plainview, Minn.—J. F. Thompson has bot the eltr. of G. W. Van Dusen & Co.

Reading, Minn.—The Skewis-Moen Co. has purchased the plant of J. H. James.

Pipestone, Minn.—The Pipestone Eltr. Co. has bot the plant of W. W. Fletcher.

Center City, Minn.—F. G. Lorens will erect an eltr. and potato warehouse here.

Fox Lake, Minn.—Bingham Bros. have added a coal yard to their grain business.

Kinbrae, Minn.—The Skewis-Moen Co. has purchased the eltr. of Allen & Snell.

Appleton, Minn.—T. H. Kavanagh is the new wheat buyer for the W. J. Jen-nison Milling Co.

Hastings, Minn.—The R. E. Jones Eltr. Co. has succeeded the Thompson Eltr. Co.

Sandridge, Minn.—The Red Lake Falls Milling Co. is erecting an eltr. at this station.

Ostrander, Minn.—The Ostrander Grain Co. is the successor of the American Malting Co.

Stillwater, Minn.—Fred Luchsinger re-cently purchased the Loftus-Hubbard Eltr. Co.'s house.

Blue Earth City, Minn.—The Blue Earth City Milling Co. will engage in the grain business.

Litchfield, Minn.—Michael and L. E. Quinn have purchased and will operate the Jensen eltr.

Wheatville Siding, Minn.—The Na-tional Eltr. Co. is building an eltr. at this place, near Ada.

Sleepy Eye, Minn.—The Sleepy Eye Milling Co. has remodeled its eltr. into a cleaning house.

Lake City, Minn.—The Milwaukee Eltr. Co. has bot the plant of L. N. Loomis here and at Canton.

Stephen, Minn.—Lars Mikkelsen is the new mgr. of the St. Anthony & Dakota eltr. at this station.

Dovray, Minn.—The St. John Grain Co., and the Westbrook Milling Co. have en-tered into the grain trade.

Ada, Minn.—C. R. Snyder, formerly mgr. of the Thorpe Eltr. Co.'s plant, will engage in the hotel business.

Sauk Rapids, Minn.—The Tri County Farmers Exchange are thinking of pur-chasing the old Stanton Eltr.

Kasson, Minn.—The Western Eltr. Co. has succeeded the American Malting Co. at this station and Mantorville.

Hutchinson, Minn.—The Farmers Eltr. Co. has let the contract for erection of 15,000-bu. eltr. to L. Buege & Co.

Kandiyohi, Minn.—Thomas Pendergast, formerly of Wessington Springs, N. D., will have charge of the Farmers Eltr.

Chatfield, Minn.—J. E. Smith has leased

the warehouse from the Laird Bros. who will not engage in the grain business.

Sherburn, Minn.—The S. Y. Hyde Grain Co. will operate the plant of H. Rippe as the eltrs. at this town are too many.

Winnebago City, Minn.—The Iowa & Minnesota Cereal Co. has succeeded Henry Rippe at this point and Grand Meadow.

Maynard, Minn.—The D. A. McDonald Eltr. Co. has let the contract for the erection of a 25,000-bu. eltr. to Lund, Rud & Co.

Hatfield, Minn.—John Haubrich has bot the eltr. of the Hatfield Grain Co., formerly operated by Lockwood & Mc-Glashen.

Traverse, Minn.—The Iowa & Minne-sota Grain Co. has succeeded the Way-Johnson-Lee Co. at this station, Court-land & Nicollet.

Biscay, Minn.—The Reliance Eltr. Co. has succeeded the Spencer Grain Co. at this point, Buffalo Lake, Glencoe, Wat-son and Norwood.

Duluth, Minn.—The Ames-Barnes Co. incorporated, \$35,000 capital stock. In-corporators: Ward Ames, Sr., Ward Ames, Jr., and Julius Barnes.

Gray Siding, Minn.—Howard & Bemis, of Edgerton, have leased the eltrs. at this station and Pipestone formerly operated by D. C. Harrington, from Ashton & Gurley.

Crookston, Minn.—A defective switch in the yards of the Great Northern Rail-way ditched 15 cars loaded with wheat, which was scattered for some distance along the track.

Adrian, Minn.—The Walter-Bowman Eltr. Co., the new company whose head-quarters are at Mankato, has bot the eltr. and corn cribs from James Cowin, and placed Mr. Mattison as buyer.

Heron Lake, Minn.—The Farmers Co-operative Eltr. Co. incorporated, \$50,000 capital stock. Incorporators: Jerry Sul-livan, Tollef Egge, L. F. Lammers, C. F. Morley, John Mattias and F. J. Stanzel.

Clearwater, Minn.—The Stewart Eltr. Co. has let the contract for the erection of an eltr. at this station and a flat house at Arco, to Lund, Rud & Co. C. H. Schauer will have charge of the plant here.

Barrett, Minn.—The Osborne-McMil-lan Eltr. Co. will not operate its plant here this season on account of the damage by rust to the wheat crop in this section; and O. H. Tinseth has been transferred to Fingal, N. D.

Humboldt, Minn.—Considerable mys-tery surrounds the disappearance of J. C. McIntyre, grain buyer for the Imperial Eltr. Co. The last time he was seen he had \$700 of the company's money; and it is feared that he has been killed and robbed.

Duluth, Minn.—Millers and grain buy-ers at Buffalo and other eastern points have become alarmed at the reports of damage to the spring wheat crop by rust and will buy none of the lower grades except by sample. Some millers it is said will not even buy No. 1 northern at the grade given by the Minnesota inspection department.

Sauk Center, Minn.—At the annual meeting of the Lee & Gingery Co., Sept. 10, the following officers were elected:

M. W. Lee, pres., W. O. P. Hillsdale, vice-pres., L. W. Gingery, sec. and mgr., and C. M. Sprague, treas. The Board of Directors consist of the above officers, and C. L. Perkins. The company paid a divi-dend of 16 per cent in the last year's business.

New members of the Tri-State Grain Dealers Assn. are: Union Grain & Seed Co., Madison, S. D.; Iowa & Minnesota Cereal Co., Minneapolis, Minn.; Matt Lat-imer, Ashton, S. D.; Peterson & Meier, Benclare, S. D.; J. B. Peterson, Sioux Falls, S. D.; Casper Green, Morgan, Minn.; J. H. Dickson, Scotland, S. D.; New London Milling Co., Willmar, Minn.; John Boaza, Tyndall, S. D.; Wil-liam McBurney, Tyndall, S. D.; Frank Dostal, Tyndall, S. D.; T. A. Whiting, Rochester, Minn.; Thompson-Lewis Co., Vermillion, S. D.; Wykoff Grain Co., La Crosse, Wis.; Caw & Lynch, Chatfield, Minn.; E. W. Douglas, Douglas, Minn.; J. J. Litcher, Lewiston, Minn.; Pfeffer Ele. Co., Blue Earth City, Minn.; O. M. Rowley, Wykoff, Minn., and M. B. O'Hal-loran, Austin, Minn.

MISSOURI.

Kansas City, Mo.—The flood suit against the Rex Mills was settled re-cently out of court.

Rolla, Mo.—The eltr. of Schuman Bros. burned Sept. 17, with a large quantity of grain.

Centertown, Mo.—The Centertown Milling Co. will build an eltr. and in-crease its storage capacity.

Kansas City, Mo.—The Laning-Harris Coal & Grain Co. has increased its capital stock from \$80,000 to \$200,000.

Centertown, Mo.—Chambers-Eager Eltr. Co. will erect an eltr. on the site for-merly owned by J. J. Chambers.

Watson, Mo.—D. Hunter, of Hamburg, Ia., who bot the eltr. of Noble & Wilson is making some extensive repairs on the plant.

Buxton, Mo.—The Buxton Mill & Grain Co. incorporated, \$10,000 capital stock. In-corporators: August Beckemeyer, H. G. Beckemeyer and E. C. Hogan.

Kansas City, Mo.—The Moffatt Com-mission Co. will appeal from the decision of the circuit court in favor of the Union Pacific Ry. in the suit to recover \$800 for grain lost during the flood.

Kansas City, Mo.—The new Missouri Pacific Eltr., which is being completed by the John S. Metcalf Co., is equipped with a concrete smoke stack. The dryer house also is being built of concrete.

St. Joseph, Mo.—The Maple Leaf is the only eltr. now running. The local grain trade has received a set back from the burning of the South Park Eltr. and the Harroun failure, which is reported in full in another column of this number.

Kansas City, Mo.—Work has begun on the big ele. for the Rosenbaum Grain Co. in Armourdale. This elevator is to be built entirely of steel, and to have a ca-pacity of ½ million bus. 2,000 piles are being driven to support the foundation.—P.

St. Joseph, Mo.—The Rock Island eltr., owned by the South Park Eltr. Co., con-taining 40,000 bus. of wheat, burned Sept. 21. Loss, \$60,000, fully covered by in-surance. A. J. Brunswig, secy. and treas. of the company, states that the eltr. will be rebuilt. "We were doing a magnificent

business and the loss we will sustain as a result of the fire right at the beginning of the heavy grain movement cannot be estimated."

MONTANA.

Billings, Mont.—Yegen Bros. will erect an eltr. of 50,000-bu. capacity in this city.

NEBRASKA.

Broken Bow, Neb.—S. J. Lonergan's eltr. is completed.

Roseland, Neb.—The eltr. of J. H. Pope is receiving a coat of paint.

Wood River, Neb.—D. Lyons & Co. and Sam McMurray are scoopers.

Turlington, Neb.—The Duff Grain Co. will remodel its eltr. this fall.

Papillion, Neb.—I. D. and A. W. Clark will erect an eltr. here this fall.

Tekamah, Neb.—J. W. Chatt is making plans for the erection of an eltr.

Dunbar, Neb.—J. Whyte, of Lincoln, has bot and will operate the eltr. of H. Wirt.

Wood River, Neb.—Mr. Karr is the new agt. for the Omaha Eltr. Co. at this point.

Sweetwater, Neb.—The Sweetwater Milling Co. has purchased Oscar Wells' eltr. at this point.

Omaha, Neb.—The Chicago, Great Western R. R. Co. has bot 15 acres additional for its terminals.

Perry, Neb.—H. C. Modlin has succeeded Harry Moffit as mgr. of the Neola Co.'s eltr. at this point.

Omaha, Neb.—The Williams & Fitz-Hugh Co., of Memphis, Tenn., has opened an office in the Board of Trade with C. M. Bray in charge.

Myndard, Neb.—The Jones Grain Co. has let the contract for the rebuilding of the eltr. that burned Sept. 10, at a loss of \$6,000, partially covered by insurance.

Table Rock, Neb.—Frank Owens met with a severe accident recently while assisting to set a car in place at the eltr. of Hayes, Eames & Co. He was caught between the car and the platform.

Valparaiso, Neb.—William Elmelund has bot an interest in the eltr. of O. H. Eggleston and will take charge of the plant, which will be operated by Eggleston & Elmelund as the successors of Eggleston Bros.

Beatrice, Neb.—Cummings & Laughlin have succeeded M. T. Cummings, the latter having sold half interest to W. R. Laughlin, of St. Joseph, Mo. The new firm owns one of the largest eltrs. on the B. & M. between Omaha and Kansas City.

Omaha, Neb.—A. H. Merchant, secy. of the Grain Exchange, has given the following notice: "I am informed by the Union Pacific Railroad company that grain billed from points on their road to Council Bluffs, other than the grain which goes direct to the elevators, can be stopped in Omaha for inspection without extra charge. Notation, 'Set out at Omaha for inspection,' should be made on the billing."

Gretna, Neb.—Hardly a month passes without a report that some farmers eltr. company has come to grief on account of the lack of business training of the directors or managers of these co-operative concerns. The most recent case is that of the Farmers Co-operative Shipping Assn. of Gretna, whose manager, O. C. Higbee, absconded Sept. 5, leaving a shortage of about \$8,000. Leading farmers of the county are interested in the eltr., which

has been operated for a year; and the auditing committee of the farmers, as recently as Sept. 1, had reported Higbee's accounts correct. Higbee was not under bonds. Some of the loss is said to be due to speculation in wheat options. Besides the \$8,000 shortage the company has a mortgage of \$2,000 on its eltr. Part of the loss is due to the extravagant prices paid for grain bot and the manner of handling the stuff. A reward of \$100 was offered by the farmers for Higbee's arrest. He wrote letters from Omaha acknowledging the embezzlement, and later gave himself up.

NEBRASKA LETTER.

Sweetwater.—Oscar Wells & Co. have disposed of their ele.

Milligan.—Taylor, Wells & Co. of Tobias, have sold their ele. to F. J. Bahr.

Oconee.—Daniel Murdock has rented his ele. to the Farmers Grain & Live Stock Commission Co. of Chicago.

Fairfield.—W. J. Hynes of Hastings will operate the ele. formerly operated by the Fairfield Ele. Co. at this point.

Omaha.—The Nebr-Iowa Grain Co. has removed from the Board of Trade building to the Bee bldg. This company formerly occupied rooms in connection with the F. J. Campbell Co., who recently sold their option business.

Avoca, Neb.—Marquardt & Buckman have succeeded Thiele & Marquardt, L. J. Marquardt having bot Aug. Thiele's interest in the eltr. and sold a part of it to F. D. Buckman. B. C. Marquardt, the former partner, will remain, and the business will be conducted as the Avoca Grain Co.

Pool Siding.—L. A. Downing, who formerly has rented his ele. at this place to the Westbrook-Gibbons Grain Co. of Omaha, will operate the ele. the coming year himself, and the Westbrook-Gibbons Grain Co. will erect a new ele., which is already in the course of construction. Mr. Downing joined the Nebraska Grain Dealers Assn. upon his assuming charge of the house.

Gretna, Neb.—The farmers eltr. company, which has lost \$10,000, was organized under the auspices of the Farmers Co-operative Shipping Assn., of Kansas City, Mo. The company had a penalty clause in its constitution and by-laws, compelling them to pay a fine if any grain was sold to any dealer outside of their own company. This caused some trouble as some of the stockholders were not willing to pay out any of the money received for their grain should they be able to get more at some of the competing eltrs. The manager suddenly left town, and a deficiency of about \$8,000 was discovered. Sept. 19th Mr. Higbee returned to Gretna and papers were immediately served on him for his appearance in court the next day. It is not known whether Mr. Higbee will be able to make this loss good, or whether the stockholders will be held for it. It is held by some of the stockholders that the directors of this company should be responsible for this shortage, as they were expected to look after the books of the firm to prevent anything of this nature happening.—E. C.

NEW ENGLAND

Springfield, Mass.—Van Deusen & Foley are building a large eltr. to be the most complete in western Massachusetts.

Providence, R. I.—The Roger Williams

Hay & Grain Co. incorporated, \$60,000 capital stock. Incorporators: G. D. Gladding, A. M. Gladding and O. E. Aylesworth.

BOSTON LETTER.

W. C. Bolle, of the grain commission firm of Legue & Bolle, Rotterdam, Holland, was in Boston a few days ago making fall contracts with some of the exporters here. From here he goes to Montreal, Can., the northwest, and southern ports then to New York City from which place he sails for Rotterdam.

The movement of grain from this port to the European market last week was one of the lightest of the year. The steamer Philadelphian for London took about 9,956 bushels of wheat and 4,384 bus. of corn, this making the entire shipment for the week. This vessel was obliged to carry 400 tons of coal for ballast in order to give her the proper stiffening for the passage across. The cargoes of general freight on all the steamers sailing last week were also very light.—H. B.

NEW JERSEY.

Camden, N. J.—Charles W. Taylor, of the grain and feed firm of Taylor Bros., died Sept. 13, at his home in Merchantville, aged 68.

Elizabeth, N. J.—Eli M. Upton, wholesale grain dealer, has made an assignment to Alvi T. Baldwin, of Buffalo, N. Y. Liabilities, \$500,000.

NEW YORK.

Lyndonville, N. Y.—Snooke & Gould are erecting a new building and putting in machinery for grain and beans.

Tonawanda, N. Y.—The Buerger Malting Co., of Mayville, Wis., will erect a large malting house and feed plant here.

New York, N. Y.—Wm. Beatty will have charge of the New York office of the Ames-Barnes Co., of Duluth, Minn.

New York, N. Y.—The Jones & Morey Co. incorporated, \$10,000 capital stock. Incorporators: M. B. Jones, L. A. Morey and A. F. Terrien.

Buffalo, N. Y.—The Northern Grain Co. has taken an appeal from the decision of court in favor of the Lehigh Valley Ry., which sent grain to the wrong eltr., where it was burned.

New York, N. Y.—The Hecker-Jones-Jewell Co. has let the contract for the erection of a 500,000-bu. steel eltr. in connection with the mill it is building to the Barnett & Record Co.

Buffalo, N. Y.—Roswell R. Buck, at one time associated with the grain firm of Sturges & Buckingham in Chicago, and later secy. and general mgr. of the Sturges Elevating Co. of this city, died Sept. 10, at the age of 78 years.

BUFFALO LETTER.

At the September meeting of the trustees of the Chamber of Commerce thirteen new members were added, but no business other than routine was done. The new-building idea progresses slowly.

The rebuild of the marine leg of the Electric Steel Ele., which was carried away by a gale, progresses in a way to promise completion on contract time, Oct. 15. The insurance pays the cost, but will not take any more cyclone risks at former rates, since losing two such towers in this harbor.

The exceptionally heavy receipts of oats are somewhat less now, but there are occasional spurts with, as on one day lately, 199 cars to take care of, so that Chief Inspector Shanahan and his forces are not likely to suffer right away from lack of employment, especially as the corn receipts are running up now.

Putting in a conveyor to connect the Frontier Ele. with the new Washburn-Crosby mill seems to have been a good move as it at once gave the otherwise idle ele. steady business. The owner of the Marine ele., which is also near the mill, is getting ready to make some similar connection with the mill.

The barley dealers are somewhat disappointed with the new crop, which is now coming in liberally. It seems to be plenty enough, but it is a good deal off color and much of it is so light that it cannot be used for malt and will have to go for feed. The malting situation is quiet, nobody appearing anxious to buy or sell much. There will be a full amount turned out by the various establishments as usual.

Dudley M. Irwin has been fitting up his private office in the Board of Trade building since his return from Europe so that it has a very attractive appearance. The furniture and finish of the room are all mahogany and there is an elegant oak floor to carry out the figure. This is a business office, though, so there are no rugs, as they are found to absorb too much of the grain that is sure to be scattered on the floor at times.

The winter wheat from Maryland, which made such brave promises to help out this market and save it from the high Michigan and Ohio prices, has already been used up and now the dealers are again looking to Kansas winter to help out. Of late there have appeared many fine samples of California wheat, white and red, that may lead to something, though the slow movement is much in the way. It is only from a matter of necessity that the trade will wait six to eight weeks for a car of grain. Practically none of it has come through yet.

There is not much prospect of a stir in the grain trade such as will bring back the business lost by the eles. and the port generally this season, but it is at least hoped that there will be enough winter storage secured to provide earnings enough to pay the taxes. With the needs of the Washburn-Crosby mill added to the older mills here and the possibilities of the Produce Exchange move there is still hope. The eles. are at least trying to keep rates so that the room can be used if it is needed, so that there need be no others built while any existing ones are unused.

It is pleasant to note that all arrangements for the storage of grain here that is held on contract by members of the Produce Exchange of New York have now been made and the machinery has been made as inexpensive as possible by the appointment of Mr. Shanahan manager of the work, so that it can be done in connection with his duties in the same capacity for the Buffalo Chamber of Commerce. This appointment is regarded a decided honor, for New York is a very conservative center, with decided views as to the superiority of the capacity of its own people as compared with anything found in the "provinces." So far there is no grain coming in on that score so that the plan must now wait for developments.—J. C.

NORTH DAKOTA.

Underwood, N. D.—Koth & Schub are erecting an eltr. here.

Surrey, N. D.—The farmers here have let the contract for a \$4,150 eltr.

Barton, N. D.—McCabe Bros., of Bottineau, have bot the farmers eltr.

Lakota, N. D.—A. M. Gagen is the new grain buyer for the National Eltr. Co.

Linton, N. D.—Herman Backhaus' new eltr. is in the hands of the constructors.

Manfred, N. D.—The Manfred Farmers Eltr. Co. incorporated, will erect an eltr.

Berthold, N. D.—J. A. Robb, of Minneapolis, has bot the Schmidt & Gulaack Eltr.

Tagus, N. D.—De Laney Bros., of Williston, are building an eltr. at this station.

Bottineau, N. D.—John Karr will have charge of the McCabe Bros. eltr. at this point.

Medina, N. D.—S. B. Ellison, formerly of Brooklyn, S. D., is the new grain buyer for the Powers Eltr. Co.

McHenry, N. D.—The Farmers Eltr. Co. has bot the old line eltr. of the Dakota Eltr. Co. of Duluth, Minn.

Velva, N. D.—I. L. Berge's new flat house, which has been equipped with a set of dump scales, is complete.

Souris, N. D.—An eltr. of the Anchor Grain Co. at this station was recently destroyed by fire at a loss of \$10,000.

Maddock, N. D.—The Maddock Grain & Fuel Co. has bot the Great Western Eltr. Co.'s eltr. at this station, for \$5,800.

Cooperstown, N. D.—Charles Anderson, formerly with Albert Larson, has taken charge of the Great Western Eltr.

Minot, N. D.—C. G. Ireys, who operates eltrs. at Bowbell, Foxholm, Drake, Martin, Kenmare, Mansfield and Fessenden, has established his main office at this point.

Edmore, N. D.—The Farmers Eltr. Co., recently incorporated, has bot the eltr. of the Heising Eltr. Co. at this station. Incorporators: D. R. Benas, T. W. Wolody, Fred Rienholt, T. M. Houlihan and Louis Bratt.

OHIO.

Addison, O.—Adam Bright will erect an eltr.

Galion, O.—T. Haley has leased the Stout Warehouse.

Defiance, O.—H. L. Curtland & Co. have suspended business.

Farnham, O.—L. L. Cass, of Weston, will build an eltr. at this station.

Tamah, O.—A. D. Behymer, of Rockford, has purchased the eltr. of D. Kester & Son.

Ironton, O.—Tenny & Morgan have purchased the grain business of C. M. Root & Co.

Enon, O.—Langen & Brooks are the new firm that has entered into the grain trade here.

Portsmouth, O.—The Portsmouth Cereal Co. is making extensive changes in its machinery.

Toledo, O.—The Produce Exchange has issued a neat 12-page pamphlet containing the grades of grain, commissions and fees established at that market.

Noggle, O.—C. M. Noggle & Son, who

bot the eltr. of Robt. Davidson, have built a new office and store room. They also operate an eltr. at Weavers Station.

Bettsville, O.—Judge Duncan has given W. L. Day, who recovered a verdict for \$13,000 damage against the Pennsylvania road for the burning of his eltr., his option of remitting \$8,000 or giving the railroad a new trial.

Cincinnati, O.—Samuel W. Weidler, pres. of the Standard Mills & Eltr. Co., died at his home in Wyoming, Sept. 12, after a short illness. He was 54 years old, and is survived by two sons, George and Frank Weidler.

Pikeville, O.—D. Kester & Son, formerly of Tamah, is erecting an eltr. of 10,000-bu. capacity to be equipped with a Hall Non-Chokable Boot and Hall Signaling Distributor, and a gasoline engine.

Toledo, O.—The directors of the Produce Exchange have adopted the following resolution: That the members of this Exchange refrain from bidding or recognizing scoop shovelers and it is the sense of this Board that, when any grain dealer has an ele. equipped for the proper handling of grain, that he be recognized as a legitimate dealer, whether he belongs to an Assn. or not.

TOLEDO LETTER.

Bettsville, O.—The Bettsville Grain Co. has been dissolved.

George Wagoner, of Stony Ridge, is erecting a grain warehouse and millfeed mill in East Toledo.

Fostoria, O.—The Isaac Harter Milling Co. has leased 1,000,000 bus. storage capacity to a Chicago concern for the storage of oats.

William E. Savage, of the Imperial Grain & Milling Co., has left on a trip south and will not be back in Toledo for about six weeks.

Avery, O.—Burglars blew the safe in the eltr. of R. Turner & Son two weeks ago, but got nothing, however the office was nearly wrecked.

Charles L. Reynolds, of Reynolds Bros., in company with his wife and son, has returned from a trip abroad, having spent a couple of months in England, France and Italy.

Ed. H. Culver, chief grain inspector for the Toledo Produce Exchange, has returned from a three weeks' stay in Kansas where he has been inspecting grain for this market. Regarding his observations, he says, there is lots of stuff out there, but wheat is of a poor grade generally.

Gangs of grain thieves have been working Toledo yards during the past two weeks. Eltr. men report considerable loss from this source. Seals of cars have been broken and wheat taken out by the bushel, while another scheme has been to bore a small hole in the side or bottom of a car, loaded with wheat.

A. B. Emmick, formerly of the firm of Worts & Emmick, set sail Saturday (Sept. 24) from New York for a trip abroad. He is accompanied by his wife. They will visit London and other points and will be away for a couple of months. While in London, Mr. Emmick will visit a specialist to undergo an operation for the removal of a serious growth on his neck.

It looks very much as if it would be some time before another meeting will be called for the purpose of reorganizing the grain-dealers of this section of the

state. The last meeting of the Northwestern Grain Dealers Assn was held in the Toledo Produce Exchange room June 8 last. J. Scott Rice, secretary of the organization, says: "I cannot say when a meeting of the assn will be called. It does not present a very healthy appearance to me at the present time. I would be only too glad and willing to call a meeting if I thought we could get a baker's dozen together. As to your inquiry about the crops, I think we have a very fairly promising corn crop coming on, but we need some good, cold, frosty nights to stop the growth and get it cured out so that we will not encounter as much sap in it as there was last year."—H. D.

OKLAHOMA

Dover, O. T.—The Dover Milling Co. is preparing to make some improvements. —J. S. W.

Peckham, Okla.—The Farmers Co-Operative Assn has sold its grain business here to the Peckham Grain Co.—J. S. W.

Oklahoma City, Okla.—The Smith Grain Co. has brot suit against Chas. D. Smith and U. S. Fidelity & Guaranty Co., alleging that Smith, while employed as mgr., embezzled \$1,836. A similar suit has been brot against the fidelity company and Warren D. Ozmun, who is charged with having embezzled \$1,676, while employed as buyer.

PENNSYLVANIA

Miners Mills, Penn.—The Miner-Hillard Milling Co. has installed an improved Hall Distributor in its eltr.

PITTSBURGH LETTER.

Rye is being quoted regularly, and there is now a steady demand. Prices do not vary much, and arrivals are just about equal to sales.

What was characterized as merely a nominal demand for straw two weeks ago has become a steady request, which is increasingly active, and prices have changed for the better. Receipts are not so heavy as they were, and this fact has strengthened the situation.

The oat situation is kept about evenly balanced so far as supply and demand are concerned, and this fact makes an even ruling of quotations. Since the crop of new oats commenced to arrive there has been little complaint of quality, but the movement is light simply because the trade is buying only for immediate requirements.

Some of the grain and hay dealers of this city have not yet commenced to take kindly to the idea of attaching certificates of inspection to consignments from this market. The rule is regarded as an exceptionally good one for the buyer, however, and it is becoming more and more the custom to ask for the certificate when making purchases.

Shelled corn receipts have gradually contracted until now they are very moderate. Demand has kept pace with the falling off in receipts, however, and there is slow sale. Low figures in Chicago are affecting the local situation. There is a fair demand for yellow ear corn, but at lower prices. Few cars are wanted at this season of the year.

After being somewhat slack for some time timothy hay has assumed a healthier tone, and there is now a call for good quality stock which is greater than the supply. Top grade timothy is wanted at

quotations. Dealers are looking for a stronger market in this line, and are building on this belief, for hay trade during the past six months has been far from satisfactory. For some reason it has been impossible for sellers to make profitable sales, owing probably to the fact that this market has been overstocked much of the time. Pittsburgh handles large quantities of hay always, but shippers have kept the upper hand of the situation during most of the present year, and buyers have been able to find bargains when making purchases. There is a fair demand for heavy mixed hay, as well as for No. 1 clover, the latter having ruled firm all year.

A resolution, affecting grain and hay shipping interests, was adopted unanimously at the meeting of the Pittsburgh Grain & Flour Exchange held September 9, which reads as follows:

Whereas, It has come to the notice of the members of this Exchange that western shippers are being compelled to accept bills of lading plainly marked "Not Negotiable," and

Whereas, Such bills of lading being marked "Not Negotiable" are not negotiable instruments, and as such are being refused by western banks as collateral, and

Whereas, Shippers are also compelled to sign all bills of lading, which signature, together with that of the respective Railroad Agent, makes such bill of lading a valid contract and subject to all the conditions whether printed or written thereon, and binding on all parties concerned, having been so construed by the courts, and

Whereas, The condition of the bills of lading aforementioned relieve the railroad companies of their common law liability, and

Whereas, Such release is detrimental to the grain trade of this city, and offers no protection to the members of this Exchange when they honor drafts with such bills of lading attached, therefore, be it

Resolved, That the members of this Exchange refuse payment on all drafts with such bills of lading attached.

The above action the members of the exchange were forced into, willy-nilly, as a means of protection, the resolution being nothing more than the outcome of a hardship thrust upon them which could not be endured.—H.

SOUTH DAKOTA.

Junius, S. D.—The Farmers Eltr. Co. will operate an eltr.

Tabor, S. D.—C. C. Torrens is the new grain dealer at this place.

Parkston, S. D.—Rempfer, Kayser & Co.'s new eltr. is in operation.

Sioux Falls, S. D.—W. A. Mills has succeeded the Co-operative Coal Co.

Delmont, S. D.—J. P. Williams will erect an eltr. here and engage in the grain trade.

Wagner, S. D.—The Dakota Grain Co.'s plant has been equipped with a Hall Distributor.

Madison, S. D.—The Winfield Grain Co. has secured the plant of the Madison Eltr. Co.

Benclare, S. D.—The Soo Eltr. Co. has bot and will operate the Wesley Eltr. Co.'s plant.

Madison, S. D.—The Winfred Grain Co. has purchased the eltr. of the Madison Eltr. Co.

Mitchell, S. D.—Bailey & Christensen are erecting a 50,000-bu. eltr. in connection with their mill.

Yale, S. D.—The eltr. of the Northwestern Eltr. Co. burned Sept. 11. Loss, \$6,000, with small insurance.

Lake Andes, S. D.—The Sioux Grain Co., and the Terwilliger & Dwight Co. have engaged in the grain business.

Willow Lake, S. D.—The Northwestern Eltr. Co. is rebuilding the eltr. that was demolished by a tornado Aug. 24.

Greenway, S. D.—The Reliance Eltr. Co. is the successor of the Spencer Grain Co. at this point, Twin Brooks, Webster and Holmquist.

Centerville, S. D.—C. W. Thompson, of Parker, is building an eltr. of 20,000-bu. capacity at this point; and expects to have it finished by Oct. 1.

James, S. D.—The Empire Eltr. has been equipped with a new Otto Gasoline Engine and a stone foundation has been placed under the building.

Freeman, S. D.—Dewald & Walter, who operate three eltrs. at this station, another at Menno and a mill at Marion, have bot the eltr. of Schamber Bros.

Bath, S. D.—The farmers' eltr. was sold by the sheriff Sept. 16 under foreclosure of mortgage, thus winding up the affairs of this ill-starred enterprise. The property was bought by a director of the company; but it is not known what will be done with the plant.

SOUTHEAST.

Lyons, Ga.—J. B. Aaron will add a rice mill to his milling plant.

Suffolk, Va.—The Suffolk Feed and Fuel Co. will erect an eltr.

Miami, Fla.—The Biscayne Starch Mfg. Co. has been organized with \$50,000 capital stock.

Brownwood, Ga.—The Lambertson Mill & Grain Co. has been incorporated with \$50,000 capital stock. W. P. Lambertson is pres. and W. P. Logan vice-pres. and mgr.

Washington, D. C.—McDowell & Sons will erect an eltr. and corn meal mill to be 80x88 ft. and three stories high, to be built of brick with steel roof. The main building will have a frontage of 57 ft. and the annex 30 ft.

Charleston, W. Va.—Turley & Steele, the leading brokers, expect their receipts of grain and hay to be materially increased on account of the growth of West Virginia's coal trade, Charleston being the center from which the Great Kanawha and New River coal fields draw their supplies.

TENNESSEE

Union City, Tenn.—The Morgan & Hardy Grain Co. will build a flour mill at a cost of \$40,000.

TEXAS.

Rockwall, Tex.—J. B. Vesey has purchased and will operate the eltr. of Smith & Baker.

Saratoga, Tex.—Teel & McGinty have bot the feed business of the Josey Grain Co.

Dallas, Tex.—The Abilene flouring mill and warehouse, containing a large quantity of grain and flour, burned Sept. 10. Loss, \$20,000; insurance, \$12,500.

Sherman, Tex.—The Brackett-Wallace Mill & Grain Co. will replace the eltr.

that burned with a steel structure and steel tanks. Next season the company expects to build a line of eltrs. in the surrounding counties.

Waco, Tex.—C. H. Bridges & Co. are putting in a corn meal mill and will manufacture corn meal, corn chops and mixed feed. Power will be furnished by a Fairbanks-Morse Gasoline Engine, and they expect to be ready for grinding by Oct. 10.

UTAH.

Salt Lake City, Utah.—Bailey & Sons will build a warehouse.

Logan, Utah.—The Jorgerson Milling Co. will increase the capacity of its plant.

Corinne, Utah.—The mill of J. R. Smith burned Sept. 3. Loss, \$10,000; insurance, \$5,000.

WASHINGTON.

Connell, Wash.—The Pacific Coast Eltr. Co. is erecting a warehouse.

Rockford, Wash.—Stark & Hogan will engage in the grain business here.

Goldendale, Wash.—The Klickitat Valley Wheat Co. has been incorporated.

Sulphur Lake, Wash.—The Pacific Coast Co. is building an eltr. on the O. R. & N. extension.

Connell, Wash.—The Puget Sound Wholesale Co., and the Tacoma Grain Co.'s warehouses are nearly complete.

Tacoma, Wash.—Among those who are interested in the organization of a Board of Trade are P. J. Fransioli, Alfred Sutton, T. J. Kershaw, A. M. Ingersoll and Alex. Baillie.

Sprague, Wash.—One of the biggest sales of wheat ever made by farmers was closed recently by the Centennial Mill Co., which bot 340,000 bus. of blue stem wheat from a pool at 75 cents per bu.

Tacoma, Wash.—Grain receipts for the year at Tacoma were 5,906 cars of wheat, 462 cars of oats and 999 cars of barley; at Seattle, wheat 4,024 cars, oats 718 cars and barley 494 cars; Spokane, wheat 1,475 cars, oats 412 cars and barley 150 cars. The grand total for the year ending Sept. 1 is wheat 11,242,345 bus.; oats 2,254,500 bus.; barley 2,004,050 bus.

WISCONSIN.

Hersey, Wis.—Westerdahl Bros.' new eltr. is complete.

Milwaukee, Wis.—Frank F. Farrel and F. W. Upham have formed a partnership.

Montfort, Wis.—Johnsen Bros. have succeeded J. H. Johnsen. A feed mill has been installed in the eltr.

Chippewa Falls, Wis.—The Farmers Produce Co. is building an eltr. of 40,000-bu. capacity, and to be 262x32 ft., at a cost of \$10,000.

St. Cloud, Wis.—Grant & Schaefer have succeeded Pieper & Grant, L. H. Pieper having sold his interest in the firm to Frank Schaefer.

Milwaukee, Wis.—The directors of the Chamber of Commerce have instructed the committee on rules to prepare a new commission rule for cash grain.

Milwaukee, Wis.—Geo. D. Emery and Carl H. Baumann, former employes of Bartlett, Frazier & Carrington, were called for trial Sept. 14, but the hearing was postponed. The firm has begun a civil suit to recover the amount alleged to have been embezzled. It is charged that the frauds began in July, 1903, and

continued until Aug. 11, 1904, during which time Emery is said to have carried trades for his account exceeding \$117,000, and Baumann trades exceeding \$40,000. Emery's counsel is endeavoring to prove that he traded with the permission of the firm.

MILWAUKEE LETTER.

A. D. Johnstone and Shirley V. Martin have been elected members of the Chamber of Commerce.

The Chamber of Commerce will send two delegates to the Interstate Commerce Law Convention at St. Louis, having voted \$100 to defray their expenses.

No action has yet been taken with reference to interest on advances, and it is said that there is fierce opposition to it on the part of some receivers, who hope to profit by diversion of business from Minneapolis.

The demand for barley is not as active as it has been, for the reason that buyers filled up on the large receipts and are now holding back for lower prices. Choice samples, however, sell readily at relatively good figures.

The assets of the Mack Commission Co. continue to diminish, as a number of creditors claim that the funds remitted by them, which are now on deposit in a local bank, were received after the concern had been closed and before they knew of its insolvency. They demand the return of the money.

Eltrs. A and C of the Milwaukee road are again in operation after having been repaired and given an increased capacity. Additional sidetracks have also been laid, with a view to expediting the delivery of grain at these houses and avoiding the exasperating congestion which has occurred at each annually.

The fall movement of grain down the lakes from this port has begun earlier than usual this season, and some large cargoes have been dispatched, particularly of barley. If receipts continue heavy shippers are likely to recoup much of the loss which they sustained in the spring by reason of the tie-up.

A good deal of thin wheat from S. D. has been offered lately and is difficult to sell except on the bulges. Sound, plump milling grain continues in active request. In the case of rye the supply is inadequate to meet current needs. Macaroni wheat is salable at favorable prices, as compared with other markets, and no dockage is placed on it here.

The car-ferry Grand Haven made a new record by running between Grand Haven and Milwaukee on a double trip in less than 24 hours. It is said that another line may be established across the lake by the Michigan Central, which is "bucking" the Pere Marquette-Erie combination. The latter has given up the Manistique line and the big car-ferry which belongs to it will stay at the head of the lake.

The trial of Emery and Baumann is making slow progress in court, owing to frequent stays of proceedings, and it is still enveloped in a good deal of mystery; but there are likely to be developments of considerable interest to the patrons of local option houses. Nothing further has been heard of the Chamber of Commerce investigation, which is being carried on sub rosa (a Latin term that often means "very little doing").

It is reported that the State has engaged a special attorney to carry on a suit

against the R. R. Co's to recover taxes fraudulently withheld. Heretofore they have been based on the gross earnings, and the governor states that the investigation for six years shows over \$3,000,000, mostly in rebates, which were not included in the gross earnings reported to the state treasurer. Some of the papers are asking why the civil suit is not attended by criminal action against the rebaters, and such a course on the part of the state authorities is not unlikely. Taken altogether, this bids fair to become one of the most important developments affecting the grain trade of the state for years past, inasmuch as the prevention of rebates to the large companies so vitally concerns the interests of the small shippers.

Altho it has long been contended by independent shippers and receivers of grain that the large eltr. companies were receiving large concessions in rates from the railroads, a sensation has been created by the statement of Gov. LaFollette in an address at New Richmond, Wis., that the investigation now being conducted by the State R. R. Commissioner shows a sum in excess of \$92,000 to have been paid to the Northern Grain Co. during a period of six years, in the form of rebates. O. W. Mosher, pres. of that company, is also a state senator, and the governor's declaration was made in connection with a reading of the legislator's record on the various bills affecting the railroads which were "killed" at the last session. It is said that in every case Mr. Mosher's vote was dictated by the carriers. Two other senators who voted similarly are also in the grain business.

Mr. Mosher and Burton Hanson, G. F. A. of the Wis. Cen. R'y, deny and ridicule the governor's statement. The latter says that the whole thing has been misconstrued, that the Nor. Grain Co. "never received that amount in rebates," and that neither the Wis. Cen. nor any other road in Wis. is giving preferential rates to shippers. He admits that his company "gives a refund to shippers who receive raw material over their line and send it out again as manufactured articles," and that refunds are made under no other conditions. It will be readily seen, however, that such an arrangement cannot be made to apply to grain "transit," so that his explanation does not explain; and, as the governor asserts that the figures were taken from the books of the railroad company's themselves, under the authority of a special act of the legislature, there is likely to be "something doing" before long.—I.

A little, light-complexioned fellow who does not look as though he would be volcanic in his actions, and who answers to the inoffensive name of Oley Johnson, has been the cause of an eruption at the inspection yards of the C., M. & St. P. R'y, where he was recently sent to take charge of the sampling of a prominent commission house. The loungers in the corridor, who keep a close watch on daily occurrences, were astounded to see a heap of samples walking up the stairs, the other day, shortly before ten o'clock, instead of at the customary hour of eleven or eleven-thirty. Further inspection revealed a pair of dapper legs making good time beneath the pile of bags, and presently a blond head was seen retreating down the hall at the top of a lithe little body. Since then this miracle has occurred daily, and receivers are beginning to grasp the fact that what has been needed in this market is not so much a change in the system of sampling and inspection as the infusion

of a little ginger into their track men. The latter are said to be very indignant at the manner in which Mr. Johnson has ignored all precedents.—I.

Opportunities for Young Men on the Board of Trade.

WALTER FITCH IN CHICAGO TRIBUNE.

The qualities in the young man for the board of trade are the same that hold in any line of work. You cannot improve on the old intelligence, honesty, courage, and aggressiveness that have made men in all times and in all walks of life. Some of these qualities may sound hackneyed now, but intelligent honesty today is more at a premium on the board of trade than is any other one virtue. The broker is not the wild plunger that he has been painted. He is a business man, dealing with his hundreds or his thousands of customers and handling their money with judgment and honesty, to their satisfaction, just as a merchant strives to do in the wholesale grocery or dry goods house. The broker needs as much as the merchant to establish his reliability, honesty, and business judgment.

The young man coming into the grain business in any of its branches needs to ponder these things. He is entering a business, not an adventurous occupation in which mock heroics can give him the palm of success. Individually he cannot know too much about grains. He cannot be too familiar with every phase of grain planting, grain growing, and grain harvesting, just as he cannot be too familiar with the conditions of grain in the market and their gradings. Anything touching the grain conditions of the country should interest him vitally.

In this respect the young man who begins in the country grain elevator has the advantage of the young man who begins as a messenger in a city office. He is in touch with conditions. He knows seasons, crops, crop conditions, and crop returns within his local territory. When he has progressed beyond the small agency at his station he becomes a traveling agent, and supervises the work of a group of local agents in his territory. Instead of weighing and receiving grain at his local elevator and keeping the plant up to the standards adopted by his company, he is intrusted with the standards of the company and charged with keeping other agents and elevators up to them.

But whether the young man from the city or from the country is chosen by the Chicago grain firm, the route through the office is the same. From the initial position in an establishment the next promotion is to the post of setting clerk, the newcomer ordinarily taking the position of assistant to another clerk familiar with the business. From settling clerk he may become a clerk in the sales and accounts department, from this may pass to book-keeper, and from this may go to the "floor" for his firm. This position on the floor of the board of trade is the best that comes to the ordinary office man until he decides to go into the brokerage business for himself.

On the floor there is a wide range in the capacities of men. Few men would be given place in the pits who could not earn at least \$1,200 a year; from \$1,200 the salaries run on up to \$6,000. When a man has graduated to the brokerage business of his own it is still a question of the man. He may make \$3,000 a year or he

may make \$25,000 or \$30,000 a year—all dependent upon his individuality and his business methods. Above all of these that have been mentioned, however, are the big firms and the big operators whose incomes can be guessed at only.

But good, bad, and indifferent as are the newcomers into the grain business of the country, it is doubtful if any other field offers the rewards to the young men of the country that are offered here. There are surer and quicker advancements for the beginner who proves himself, and when he has learned the business he may sell his knowledge and judgment to better advantage here than in almost any other field of endeavor. Grain is the great staple, and it must continue to be so always. It will be dealt in and technical and approximately prophetic knowledge of grains and grain conditions always will mean money to him.

But the business will never be play. It is not the thing for the man who is "out nights." He must be up early in the morning, literally, and he must be down at his office before 9 o'clock with a clear head. Whether handling grain commissions or the cash grain of the elevators, he needs all his faculties of aggressiveness, intelligence, honesty, and application. In few other businesses does the question of instant judgment appeal with such force. There are men having almost infallible judgments in certain lines if they be given time enough to canvass conditions. In the brokerage business, actions may have to be determined in a moment, and the man with the courage of his convictions may have the advantage of the one who cannot make up his mind under pressure.

Thousands of young men are recruited into the grain business of the United States every year. The phenomenal successes in the business and approximately as few as they are in other great lines of endeavor. But it may be said for the young man who enters the grain business, and proves himself capable in a few things, he is as likely to be called to the ruling of many things as he would be in any other line of business in the world.

Philippine imports of breadstuffs for the ten months ending May 1, 1904, as reported by the bureau of insular affairs of the War Dept., included 82,628 bus. of wheat, corn, oats and barley, and 181,471 barrels of wheat flour; compared with 13,966 bus. of grain and 156,450 barrels of flour during the corresponding period of 1902-3.

An Oklahoma fotografer doing business at Mulhall is striving to beat the records of Kansas deceivers in the matter of the size of Oklahoma cornstalks. His fotos of the small boy half way up the stalk are good and no doubt will surpass all Kansas productions this year, but when the Sunflower state has a good crop Oklahoma must work to attain any prizes.

The plows exhibited in the Philippine Exposition, St. Louis, of which there are a number of varieties, indicate that the Filipinos yet have the most primitive agricultural methods. These native plows have only one handle, and shares molded in stone molds are fastened to heavy timber. They are drawn generally by the water-buffalos, sometimes by the natives themselves, and make only narrow and shallow furrows. It is believed that modern agricultural methods will be rapidly promulgated in the islands by the agricultural experiment stations.

Seed Wheat for 1905.

BY H. L. BOLLEY OF THE NORTH DAKOTA AGRICULTURAL EXPERIMENT STATION.

In regard to the question whether plowing under rusted straw will tend to produce a rusted crop next year, I may say that it is against all present known facts to believe that such will be the case, provided the soil is in such condition as to produce a thorough decaying of the straw. Much stubble and straw ploughed under rots slowly, especially in light dry soil and is apt to cut off the water supply from the crop during a dry time the following season. In case of rust on such a crop, it would then cause heavy damage.

The new wheat crop does not become infected directly from the black spores upon the old straw. It seems probable that the new infection comes each year from red rust spores which have blown from field to field from the south towards the north as the crop develops. Of course, burning the straw and stubble destroys much weed seed, many insects, and prepares the land so that the plough can do best work. If stubble burning were generally practiced, one might also expect that it would somewhat lessen the chances of great rust invasions of the crops. It cannot, however, be expected to prevent the appearance of rust, for the rust parasite is world wide in its distribution.

The question as to what shall be done for seed next year will, however, be a serious one to many of the farmers. It is hardly probable that any farmer has failed to raise seed of such quality that a reasonable crop may be expected from it, provided it is cared for and properly prepared for seeding. Any slight injury of seed grain such as shrinking, whether due to being cut too green, to rust or to frost, results in a weak germination and first growth. If bad weather prevails immediately following seeding time, such weak shriveled grain will be sure to give a poor crop. Rust does not propagate by way of the seed grain. There is thus no method of treating the seed grain which will prevent the occurrence of rust in the crop. Because the seed which one sows was grown upon a rusted crop is also no sign that rust will follow its use. Farmers shud select the very best piece of wheat raised, thresh when it is dry; store it dry, grade out all of the small and shriveled grain in a fanning mill. Sell the screening and keep the plumpest stuff for seed next year. If a neighbor has much better seed grain than you it may be a wise plan to buy some of his best for seed. Shriveled wheat which is due to immaturity whether caused by rust or because cut too soon always germinates quite freely if it has been kept dry and not allowed to heat. It is not necessary that a sample of wheat be thoroughly smooth and plump as to its individual kernels in order that a large crop may be grown from it, but it is quite necessary that the individual grain should be reasonably heavy, so as to insure a good first growth in the spring.

A baby is like a crop of wheat—it is first cradled, then thrashed and finally it becomes the flower of the family.

There are three hundred different varieties of rice, hulled and unhulled, shown in the Philippine Exposition, World's Fair, St. Louis. The rice exhibit is divided into two groups—that cultivated in the mountainous district without irrigation, and the valley rice cultivated in paddies by irrigation.

Uniform Bill of Lading and Reciprocal Demurrage.

[From an address by John B. Daish, President of the American Shippers' Assn., delivered at the annual meeting of the Pennsylvania Millers' Assn.]

"The first mile stone is to be found in an act of the legislature of Pennsylvania of 1866 requiring that all bills of lading be taken up by the carrier. This law is honored more in its breach than in the observance of it. And by reason of this law and a similar law in the state of New York, it is proposed that the bill of lading shall read the words 'Not Negotiable.'"

"By reason of the Interstate Commerce Act of 1887 it became desirable, in fact necessary, that in interstate traffic there should be a uniformity of conditions in the shipment of commodities. The same Act required uniformity of classification and greater progress has been made in this line than in the contract of shipment."

"In 1894 a bill of lading was printed in the official classification containing conditions which are practically the same as those now being used and proposed to be used. The difficulty is that it is now proposed that the shipper shall sign a bill of lading with this legal result, that the contract become a *special* contract. By this means the common carrier chartered as such, and heretofore operated as such and heretofore giving common law service would render a limited liability service, and all of the conditions which release the carrier from its duty as an insurer whether they result from the negligence of the carriers or its agents or employees will be waived by the shipper signing the bill of lading."

"Under such circumstances it has been held by the Supreme Court of the United States (Cau vs. R. R., 191 U. S.) that where the shipper by signature release the common carrier from assuming its common law liabilities, the loss must fall upon the shipper. The objection to the Uniform Bill of Lading is largely based upon these two points, namely, that there is an attempt made to have a 'Not Negotiable' provide for the contract of shipment reading 'To Order;' these two matters seem to be diametrically opposed to each other. Several of the Boards of Trade have passed resolutions against the new bill and some members have refused to pay drafts to which was attached a bill of lading reading 'Not Negotiable.'"

"The second objection, namely, the waiving by special contract, of common law liabilities whereby the carrier is immune from suit if loss or damage occur, means much to the shipper, receiver and banker. Drafts to which are attached this form of bill of lading should be paid, if the responsibility of the drawer was unquestioned, but if the drawer was unknown, the request should be made that the draft be held for arrival of goods."

Mr. Daish gave the history of the organization of the American Shippers' Association in June last. Referred to the conferences which had been held with the Railroads and explained that they had only accomplished a partial victory in this matter. That some of the objectionable features had been removed, but that the conferences had not been productive of the results which the shippers needed.

"The causes of shortage of cars is due to an increase in six years of 75 per cent in tonnage, but a very much less increase in the number of cars, freight locomotives

and the motive power of them. It seems that some ten or a dozen states have by statute, either directly or indirectly, provided for demurrage. The shortest statute is to be found in Connecticut, where four days are allowed for unloading and loading goods."

"The Virginia statute is the most recent and has stood the test before the Supreme Court of that state. That \$1.00 per day for failure to supply, failure to transport at the rate of fifty miles per day, failure to place cars within twenty-four hours after arrival, failure to notify promptly and failure to unload within forty-eight hours is reasonable."

"Several of the states have peculiar provisions regarding reciprocal demurrage or delayage, for example: The penalty in Texas for failure to unload, or failure to supply cars is \$25.00 per day; in South Carolina and several other states a deposit is made at the time the car is ordered, of a nominal sum, from \$2 to \$5, to be applied as demurrage if the car be not loaded within free time or to be applied as freight, or refunded if the car service rules be complied with."

Mr. Daish read from a digest of these rules, and while there was a marked similarity between several of the states statutes, yet each had its own peculiar characteristics. Referring particularly to the Virginia statute, he said that it had only been in force since May, and his information was to the effect that since the rules had been in force there had been no failure to move at the rate of fifty miles per day, nor failure to notify as proscribed by the rules, nor failure to place for unloading in twenty-four hours. So that, the effect of the law in its execution, had been to accomplish the results intended by the rules, and hence no claim had been made for compensation, remuneration or penalty by the shipper or receiver. Asked concerning the effectiveness of reciprocal demurrage or delayage the speaker said that he believed the scheme open to many opportunities for discrimination, but if regulated by a commission or some other competent authority, it would tend to release many of the transportation embarrassments of the day.

You can find more than 145 wanted advertisements in this number. It will pay you to look over them whether you want anything or not.

Two more of the Chicago Lloyds are retiring from the insurance field—the Independent Fire Underwriters & the Ft. Dearborn Fire Assn. Did you have one of their so-called policies?

Grain dealers should be warned against the practice, which is very common, of allowing a considerable quantity of tailings and chaff to run over the top of a load at the door of the car; for, with the loose methods of sampling too often permitted by terminal markets, a surprisingly large proportion of this frequently gets into the sample by which sale is made, and the shipper suffers in the price obtained for his load, even if only by a fraction, or buyers pass the grain by for more attractive looking samples and it sometimes has to be *carried over* on a declining market. It is truly amazing how a few bits of chaff will dispose themselves through a sample so as to give it a jagged, uneven appearance. A little care at the loading spout will save no small sum in the course of the season—and these are the days of close margins.

Sample Envelopes for Grain.

The Spear Safety Envelope is best suited to the needs of grain dealers.

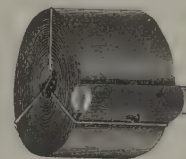
Write for samples

Manufactured by the

HEYWOOD MFG. CO.

Minneapolis, - - - - - Minn.

The Whitman & Barnes Mfg. Co.



TRANSMITTING
CONVEYING

ELEVATING

Chicago
Cincinnati
St. Catharines, Ont.

New York
Kansas City
London, Eng.
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Belting
Pulleys

Packing
Hose

ANYTHING - EVERYTHING
ELEVATOR SUPPLIES

Tell us what you need and we will quote you prices that are right

Ft. Dearborn Belting & Supply Co.

161 E. Lake St., CHICAGO, ILL.



Every Power User

can easily keep belts in perfect working order with

Conner's Belt Tightener

Stretches any belt to proper tension. Readily applied; one man does all the work. Clamps can't slip nor mar. No wrench needed. Strong, durable, economical—a great time and labor saver. Write for full description and prices.

Conner Belt Stretcher Co.
101 Conner Street,
Pendleton, Ind.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

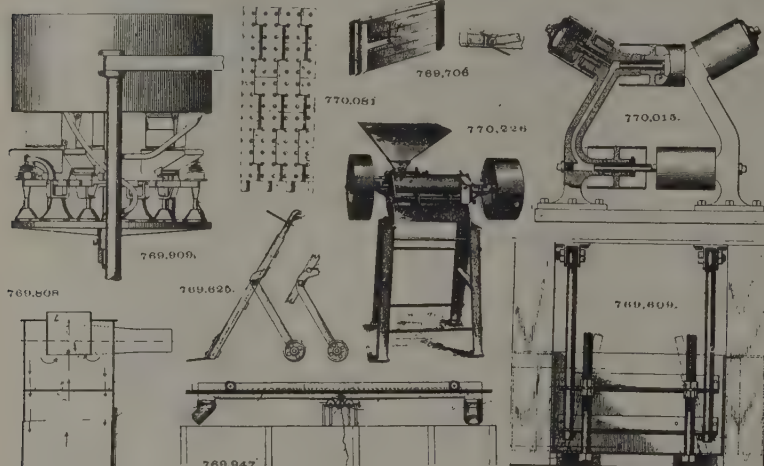
255 La Salle St.

CHICAGO, ILL.

Patents Granted

Gas or Other Internal Combustion Engine. No. 769,589. Dugald Clerk, Ewhurst, Eng.

Water Cooling System for Explosion



Motors. No. 769,582. Herbert Austin, Erdington, Eng.

Rotary Gas Engine. No. 769,363. Lorenzo D. Toliver, Abilene, Kan., assignor on 1/2 to Wm. H. Eicholtz, Abilene.

Gas and Air Mixer for Gas Engines. No. 770,212. Madison F. Bates, Lansing, Mich., assignor to Bates & Edmonds Motor Co., Lansing.

Grain Door. No. 769,706. (See cut.) Geo. L. Merrill, Eureka Springs, Ark. The removable door has at one end a pivoted locking plate to engage the door post and secure the door against outward movement.

Link Belt or Chain. No. 770,081. Chas. M. Lewis, Camden, N. J. A continuous belt is formed by the interlocking of links having apertures for the reception of splints. The end links carry the projections by which the belt is moved over the sprocket wheels.

Grain Car Door. No. 769,608. (See cut.) Edward Huber, Marion, and David L. Foster, Crestline, O. The door is vertically movable and connected slidably to swinging depending supporting rods. The door carries adjusting and securing screws, which are detachably connected to a fixed element at the bottom of the doorway.

Automatic Weighing Machine. No. 769,909. (See cut.) Andrew W. Livingston, Alameda, Cal. A series of scales are mounted on a continuously rotating support. Feeders in the path of the scoops deliver each a measured quantity, less than the desired total, and the valves in the feeders are operated by the weighing mechanism.

Conveyor Rollers. No. 770,015. (See cut.) Frank N. Merrill, Belgium, Wis. The journals are tubular and have passages for the lubricant which is fed from the 2 upper rollers. These rollers have their webs closed on one side by a screw

cap to form a receptacle for the lubricant. Plugs in the side of the stand give access to the lower journals.

Grain Conveyor. No. 769,947. (See cut.) Emil M. Kramer, Cissnapark, Ill. The conveyor moves as a whole longitudinally to feed the different bins, the under side of its endless belt being driven by a pulley and running over two idlers. The conveyor travels on a track and its weight is supported by 4 wheels. A bolt locks the conveyor in any position, from which it is released by a rope.

Rice Hulling Machine. No. 770,226. (See cut.) Fred G. Dieterich, Washington, D. C. The machine comprises a casing, huller blade, hulling cylinder, feed inlet. The heads of the casing have countersunk pockets surrounding the cylinder shaft aperture; and the hulling cylinder has its extreme edges smooth whereby the edges will fit into and run closely within the pockets of the casing heads. The hulling ribs are in 2 sets and curved.

Combined Bag Holder and Truck. No. 769,625. (See cut.) Clarence W. Parks and Agnes E. Parks, Lowell, Mich. The truck comprises a main frame, legs substantially U-shape provided with openings adjacent to its ends, pivots securing the legs to the frame, the legs when swung inward engaging the edges of the lower portion of the frame, truck wheels journaled at the lower portions of the legs, the upper ends of the legs terminating laterally to engage the frame and hold it in an elevated position.

Dust Collector and Separator. No. 769,808. (See cut.) Engelbert Venderbush and Wm. J. Looman, Detroit, Mich. A cylindrical receptacle is divided into upper and lower chambers by a central partition, the upper chamber containing a collar open at top and bottom. An air induct pipe communicates with the annular space between the collar and the wall of the receptacle in such manner as to give the air and dust a whirling motion therein. The dust passes down thru marginal openings in the partition into the settling chamber below, the air going up thru the central aperture.

H. Sandmeyer & Co., of Peoria, Ill., manufacturers of the bifurcated loading spout, suffered heavy loss by fire Sept. 22. Their building was burned, causing over \$100,000 loss. Sandmeyer & Co.'s stock and fixtures were insured for \$26,000.

Supply Trade

There are backward men in advertising as there are backward boys at school.

The Automatic Scale Co., Ltd., has succeeded Williams Bros. & Snyder of Minden, La.

Geo. M. Moulton of Geo. M. Moulton & Co., elevator constructors, of Chicago, Ill., was elected grand master of the Knights Templar of America, Sept. 8, at San Francisco.

The Foss Gas Engine Co., of Springfield, O., has issued a book of instructions for setting up and operating the Foss Engines, that is full of practical pointers for the operator of a gasoline engine. The pamphlet is well illustrated with drawings showing the working of the different parts.

When Demand meets Supply they shake hands and have a good time. Such great friends do they become that the man who introduces Supply to Demand always makes money, being generally liberally paid by both parties. Advertisement is usually the genial introducer of Supply to Demand.—Saturday Evening Post.

The N. P. Bowsher Co. of South Bend, Ind., is gratified with the increasing number of visitors at its exhibit, Block 10, Aisle G, Agri. Bldg., World's Fair. Not only millers and grain dealers are among the visitors, but stockmen and feeders by the score, and there is going to be feed grinding done in many localities this fall and winter where very little attention has been paid to it heretofore.

The Huntley Mfg. Co., of Silver Creek, N. Y., has issued an illustrated catalog of 50 pages devoted to the Monitor line of grain cleaning machinery for elevators and warehouses. The machines described are the Monitor Dustless Oat Clipper, Monitor Clipper and Cleaner, Monitor Steel Construction Oat Clipper, Monitor Dustless Warehouse Smutter; Monitor Warehouse and Elevator Separator, Monitor Dustless Compound Shake Warehouse Separator, Monitor Special Double Shoe Separator, Monitor Double Shoe Steel Construction Separator, Monitor Dustless Combination Grain Separator, Monitor Dustless Special Barley Separator, Monitor Compound Shake Barley Separator, Monitor Dustless Barley Separator, Monitor Dustless Barley Separator and Grader, Monitor Dustless Barley Scourer, Monitor Malt Cleaner, Monitor Dustless Seed Cleaner, Monitor Dustless Screenings Separator, Monitor Dustless Flax Separators, single and double, Monitor Single Flax Separator, Monitor Mustard Seed Separator and Monitor Warehouse Aspirator and Separator. The dimensions, capacity, power and cost of each machine are stated. These machines are made in several different sizes to suit the needs of any grain handling plant. The different styles of perforated sheet metal are illustrated, with accompanying text containing instructions for ordering sieves. No one interested in grain cleaning machinery can afford to be without a copy of this catalog, which is sent free to readers of the Grain Dealers Journal on application to the manufacturers.

Grain Carriers

Eastern roads will grant transit privileges to Chicago shippers.

Vessel owners at Chicago are holding for 3 cents for winter storage of grain.

The Texas Railroad Commission is considering rates on rice, with a view to giving an advantage to the Texas miller.

The Union Pacific has let the contract for the grading of 85 miles extension from Menoken to Marysville, Kan., to be completed in 6 months.

The Oregon Railroad & Navigation Co. has made a rate of 67½ cents per 100 pounds on grain from the Dalles, Ore., to Detroit, Mich., via Chicago.

The steamer Wyoming went aground at Midland and caught fire while being released, damaging the oat cargo. The grain has been lightered.

The city of New Orleans is promoting the construction of a ship canal 35 ft. deep and 45 miles long to reach the gulf directly and save 22 miles.

Grain receipts at Chicago during the week ending Sept. 10 were the heaviest in 5 years, the roads handling 8,394,000 bus., compared with 6,858,000 a year ago.

The South Dakota Central claims the shipment of thousands of cars of grain originating on its line will be prevented by the refusal of the Rock Island to interchange cars.

Work on the northwest extension of the Denver, Enid & Gulf R. R. is about to begin; and one grain firm of Enid already has bot an option on a grain elevator site near Carrier, Okla.

The Cincinnati, Bluffton & Chicago R. R. has been completed from Bluffton to Portland, Ind., 29 miles, and money has been obtained to build the extension from Bluffton to Huntington, 25 miles.

Corn millers of Nebraska and Iowa held a meeting at Omaha, Neb., recently, to protest against the rates on corn products, which they claim are too high in comparison with the rates on the raw material.

The Miami & Erie Canal Transportation Co. is being revived with a view to extending its plan for the electric hauling of canal boats along the entire length of the canal from Cincinnati to Toledo, O.

The advance in grain rates Oct. 1 was postponed until Nov. 1, at a meeting of the Central Freight Assn. at Chicago, Sept. 14. Before that time arrives it is believed there will be another postponement.

When the railroad delays a shipment so that the shipper misses the market does it seem right for the shipper to have to pay demurrage because the shipment can not be disposed of within two days of arrival?

Grading of the Southern Indiana R. R. for 27 miles from Terre Haute to the Illinois state line is to be completed by Dec. 1. The remainder of the extension into Chicago will not be completed until January, 1906.

Warehouses along the Illinois & Michigan Canal are well filled, and the old ditch is enjoying a small boom. The canal boat Bryan sank at Joliet, Sept. 7, while enter-

ing the drainage canal on the way to Chicago with 6,000 bus. of corn.

In one month recently the C. B. & Q. R. had 800 grain doors stolen at Peoria. Evidently some yard frequenter is laying in his supply of firewood for the winter. Last week a railroad employe at Chicago and his son were caught stealing lumber out of cars to build a house, which they had nearly completed after a year's work, all out of stolen material.

The Central Grain Trade Assn. of Wichita, Kan., has filed complaint with the Interstate Commerce Commission against the Atchison and the Rock Island roads alleging unjust and discriminative rates on export shipments of grain. As wheat rates now stand dealers in the Kansas wheat belt are required to pay the rate to Kansas City and from Kansas City to Galveston, tho the grain travels direct, a distance of 200 miles shorter.

E. P. Bacon, chairman, has extended an invitation to all organizations representing commercial, mercantile, manufacturing or agricultural interests, throughout the United States, desirous of the enactment of such legislation, to send delegates to the Interstate Commerce Law Convention to devise means to secure the enactment of legislation at the coming session of congress, giving greater effectiveness to the Interstate Commerce Act. The convention will be held at St. Louis on Friday, Oct. 28th, each organization numbering 250 members or less to be entitled to one delegate, and larger organizations to one delegate for every 250 members, or additional major part of that number. A strong demonstration on the part of organizations representing the interests above mentioned, prior to the re-assembling of Congress, followed up by the direct exercise of their individual influence from their respective states and districts, will result in the reporting of one of the pending bills for the purpose early in the coming session, in which event its enactment at that session may be hopefully looked for.

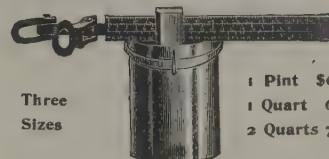
Toledo's new grade of No. 2 red winter wheat is said to correspond with the similar grade in other markets, thus having the advantage of uniformity.

The condition of cotton on Aug. 25 is rejorted by John Hyde, chief of the Bureau of Statistics of the Dept. of Agri., to have been 84.1; compared with 91.6 a month earlier, and a 10-year average of 73.2. The condition in all the states ranges from 84 to 89, except in Texas, 77, and Oklahoma, 96.

There is an effort to break the market down to buy wheat. It is plain to a close observer. People who are selling in anticipation of a "movement" in the Northwest will be left. There will be no big movement there at any time. Iowa and Nebraska began harvesting a month ago; South Dakota and Minnesota began harvesting three or four weeks ago; North Dakota has cut about half its wheat; the balance will never be harvested for the grain. Is now being cut for hay. There has been no movement yet to any of the northwestern market centers. It will be small at any time, but it may begin in a moderate way when wheat is about \$1.25 a bushel. Buy wheat and do not plunge. One "five" that you hold will pay better than 50,000 that you have to let go whenever big traders try the scare game.—E. W. Wagner.

The AKRON IMPROVED GRAIN and SEED TESTER

Warranted true to the U. S. Standard Winchester Bushel.



Three Sizes

1 Pint \$6.00
1 Quart 6-75
2 Quarts 7-50

Testers sent on approval to be returned at our expense, if not satisfactory.

A. S. GARMAN & SONS, Akron, O.

The F. R. MORRIS GRAIN DRIERS

stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.



BE SURE

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK.

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room.

Correspondence invited.

SIDNEY ELEVATOR MFG. CO.

Sole Manufacturers - SIDNEY, OHIO

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

Plan of Shelling and Cleaning House at Afton, I. T.

A substantially constructed small elevator designed to receive grain from car or wagon, and to clean small grain and shell corn in transit, is represented in the plans reproduced in the engravings herewith.

The main building including driveway is 34x30 ft., and the engine room is 12x16. The foundation is stone, 18 ins. thick under the main building and 12 ins. under the engine room.

From the wagon dump on one side and the car receiving sink on the opposite side of the building chain drags run to the 2 steel boots, the long and large stand of elevators extending to cupola and corn cleaner, the short leg feeding the separator on the main floor, next to the Willford Roller Mill. In the basement is the Marseilles Sheller; and in the cupola is a 300-bu. hopper scale.

Power from the 22-horse Lewis Gasoline Engine is transmitted by wide belt to the friction clutch pulley on the main

shaft, which drives all the machines by belt, except the two elevators, which are driven by chain.

The bins are hoppers to the side near the elevator boots, the four corner bins being 10 ft. square and extending low down. The driveway contains an overhead dump. This compact house was designed by P. H. Pelkey.

The American Linseed Co., at its annual meeting Sept. 14, elected H. M. Francis, Geo. F. Parker and S. J. Murphy directors, to succeed Guy G. Major, H. C. Wise and A. M. Eddy, and the entire board of directors now is composed of men identified with the Standard Oil Co.

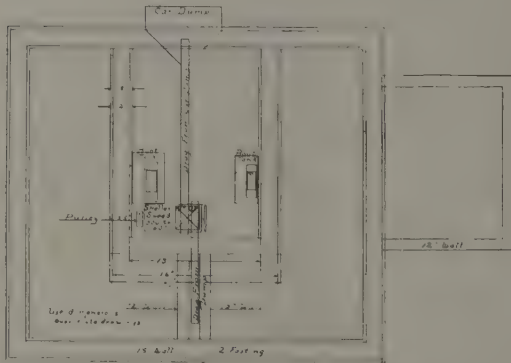
That the bucket-shop snake is not yet dead is shown by the incorporation of the Smathers-Christie Co. to succeed the Christie Grain & Stock Co. The Hammond Eltr. Co. is making bold by coming out from under its Delaware charter and incorporating under the laws of Indiana. The Donovan Commission Co. is reaching its tentacles into Illinois by establishing an office at Geneseo.

Exports of Breadstuffs.

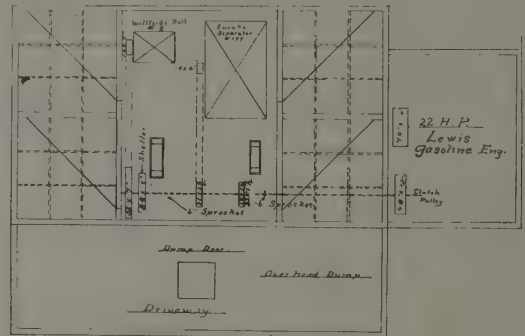
Our exports of breadstuffs at present are only 1-3 of the normal volume. The showing made in the last report of the Bureau of Statistics is one of the worst in years. Every grain shows a big falling off, during the month of August as well as for the 8 first months of the fiscal year.

August exports included 216,000 bus. wheat, 3,094,000 bus. corn, 41,000 bus. oats, 109 bus. rye, 240,000 bus. barley, and 736,000 bbls. wheat flour; compared with 6,444,000 bus. wheat, 3,157,000 bus. corn, 68,000 bus. oats, 357,000 bus. rye, 1,464,000 bus. barley, and 1,203,000 bbls. wheat flour for August, 1903, as reported by O. P. Austin, chief of the Bureau.

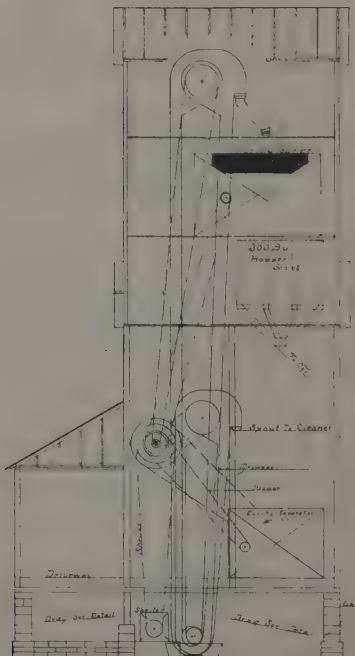
During the 8 months prior to Sept. 1 we exported this year 9,540,000 bus. wheat, 31,146,000 bus. corn, 676,000 bus. oats, 93,000 bus. rye, 2,839,000 bus. barley, and 8,207,000 bbls. wheat flour; against 48,526,000 bus. wheat, 69,924,000 bus. corn, 1,048,000 bus. oats, 2,587,000 bus. rye, 3,019,000 bus. barley, and 11,698,000 bbls. wheat flour, during the corresponding months of last year.



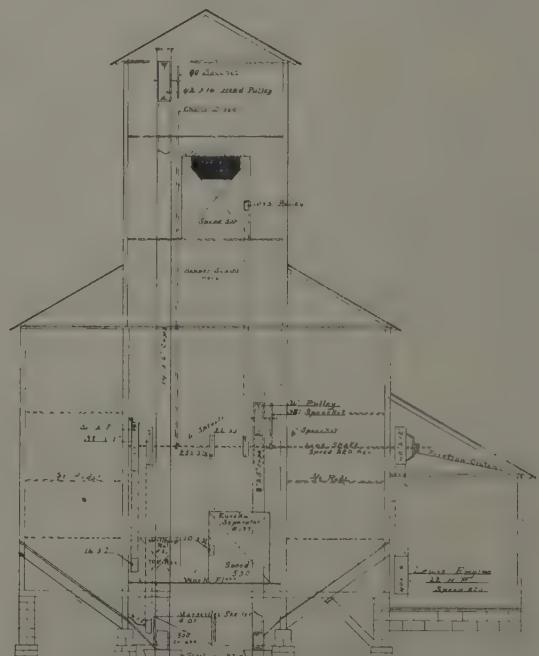
Foundation Plan.



Work Floor Plan.



Side Elevation.



End Elevation.

Plans of the Forest Lumber Co.'s 20,000-bu. Shelling and Cleaning House at Afton, I. T.

Chicago the Leading Barley Market.

By I. A. M.

In the Journal for Aug. 25 one "F. A. R." makes a labored effort to show that Minneapolis is the "largest barley market in the world," evidently with a desire to influence shippers to try that market. He says "The receipts in Minneapolis in the last three years have been twice the receipts at Chicago or Milwaukee." The facts are just the reverse.

The official figures as compiled by the secy. of the Minneapolis Chamber of Commerce, covering the receipts and shipments of barley for the past 10 years, effectively disprove the claim. The movement is given in the table herewith, in bus., the hundreds omitted.

MOVEMENT OF BARLEY.

	Chicago. Milwaukee, Minneapolis.		
	Rec. Ship.	Rec. Ship.	Rec. Ship.
1903	23,278 3,019	17,450 8,136	11,233 7,195
1902	14,923 3,488	13,059 6,335	7,783 4,912
1901	15,996 3,583	12,201 6,096	4,999 2,626
1900	17,813 5,739	16,250 8,348	4,551 3,830
1899	15,847 6,871	13,528 8,161	2,552 1,425
1898	18,116 6,755	12,662 5,576	1,789 917
1897	17,195 7,717	10,988 6,271	2,683 1,668
1896	17,496 9,767	11,878 6,414	2,150 764
1895	14,194 9,322	10,505 4,500	866 284
1894	13,418 7,707	12,798 6,629	660 497

Busheis, 000 omitted.

Minneapolis is a very good barley market, for a market of its size. Receipts of barley at Minneapolis were over 11,000,000 bus. in 1903, but Chicago's were 23,000,000 bus.

Another misstatement is made in saying "Fully 60 per cent of the entire receipts of barley in both Chicago and Milwaukee are ex-Minneapolis grain." Let us see. Receipts at Chicago and Milwaukee in 1903 were 40,000,000 bus.; of this 60 per cent is 24,000,000 bus., to have come from Minneapolis, which actually shipped only 7,000,000, as officially reported by the Chamber of Commerce, so that "F. A. R." is wrong by 17,000,000 bus.

It is true that Minneapolis ships more than half of the barley that it receives, but this is no advantage. The maltster is the one who buys the grain ultimately, and he can afford to pay the best price for it. At Chicago, on the other hand, out of 23,000,000 bus. received only 3,000,000 bus. was shipped. While the receipts at Chicago have been steadily increasing the shipments have been dwindling, and were smaller last year than for a dozen years back, tho the receipts were the largest on record. The biggest malting plant in the world is situated in Chicago.

The shipper to the Chicago market has been gaining 2 pounds to the bus. as Chicago has taken only 48 pounds to the bus.; against 50 pounds at Minneapolis and Duluth. Another point in favor of Chicago is the fair treatment accorded shippers. The Chicago Board of Trade does not tolerate skimming returns, and any commission merchant guilty of the practice will be immediately expelled.

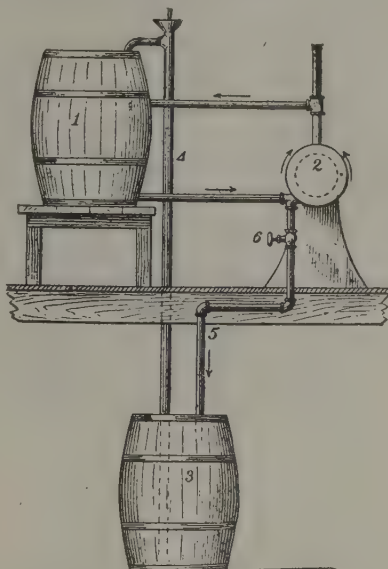
The increase in the receipts of barley at Minneapolis from 4,500,000 in 1900 to 11,233,000 bus. in 1903 is due not so much to the superior marketing facilities at that city as to the increase in the barley crop in the territory immediately tributary to that market. The production of barley in Minnesota increased from 7,000,000 bus. in 1900 to 26,000,000 bus. in 1902. In North Dakota the barley crop increased from 2,000,000 to 16,000,000 bus. The crop of Iowa, which is strictly tributary to the Chicago market increased only from 11,708,000 to 13,500,000; so that Chicago, in

increasing its receipts from 16,000,000 in 1901 to 23,000,000 bus. in 1903 drew on Minneapolis territory.

Chicago has a malting capacity to consume one-fourth the barley crop of the entire United States. Its prestige as the premier barley market rests upon the same solid foundation as the wheat market of Minneapolis, the local consumptive demand.

To Prevent Cylinder Bursting.

One way of avoiding frozen pipes or a bursted water jacket is illustrated in the engraving herewith, for which we are indebted to Popular Mechanics.



When the gasoline engine has been shut down for the day the cooling water is emptied out of the water jacket and the tank into a cistern or barrel far enuf below the ground not to freeze. Two barrels and some piping are all that is required.

The figures in the drawing indicate: 1—barrel of water; 2—cylinder of engine; 3—barrel of water below; 4—pump to raise water to upper barrel; 5—pipe that lets water in barrel below when done work, by turning valve 6.

The pump is operated by the engine and when barrel is full can be thrown out of gear.

Bill—"You say he lost his job in the Weather Bureau?" Jill—"He lied too much to even suit them there." "What's he doing now?" "Why, he's got a job as traveling crop expert for a Board of Trade house."

The large interior movement keeps up and the visible supply shows little evidence, as yet, of this fact. But there must come a time in the immediate future when the interior requirements will be filled to completion and as there is an entire absence of export demand, accumulation of stocks will be rapid and a decided pressure will be exerted by this influence; and unless there is some new development to start a fresh impetus in the market a decline seems to be inevitable before any further advance may be expected. For, after all, wheat must come down to its actual grinding worth.—Baltimore Produce Report.



Cover's Dust Protectors

RUBBER PROTECTORS, \$2.00
METAL " 1.50


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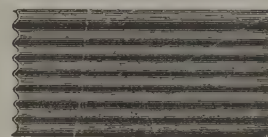
moves any size car, loaded or empty, with ease, under any ordinary condition. Works under the brake beam. Shipped promptly to responsible parties on 30 days' trial. Never had one returned. No elevator equipment complete without one.

O. S. POTTER, TOLEDO, OHIO.



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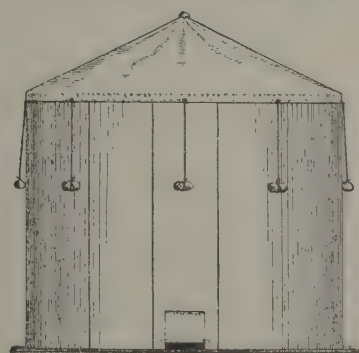
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THE DENNING FENCE WORKS

Cedar Rapids, Iowa

Great Improvement in Wheat by Sieving the Seed.

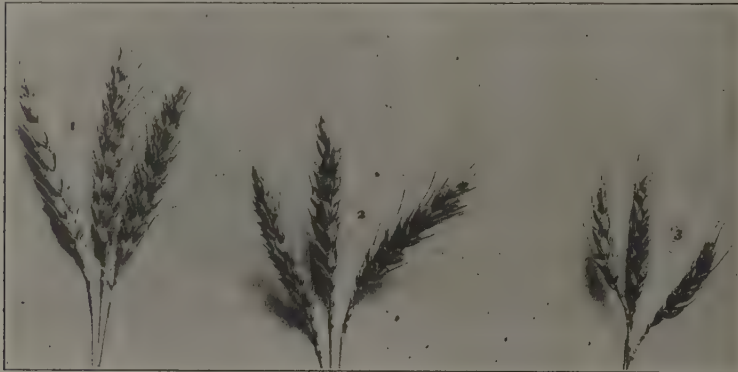
Many country grain dealers are eager to help the farmer to improve his seed. Often do they ship in a car of wheat from a distance to enable the farmer to procure a change of seed or to introduce a variety claimed to have advantages over the home grown cereal. Their attention needs to be called, however, to a simple and practical means of seed improvement, that has effected wonderful results and

per ounce) were taken from the complete sample.

With Poole wheat it was found that 1,200 large heads contained 35,412 grains, 1,600 medium heads contained 25,623 and 3,200 small heads contained 27,643, an average of 29.5, 16.1 and 8.6 grains per head. It is evident that if by continuous selection from large heads the number of grains in the heads could be increased to 27.8, the yield would be largely increased. The most gratifying evidence in favor of sieving was the fact that the large grains from small heads made a splendid show-

Results from a general selection such as wud be made by the grain dealer by sieving the wheat from the general run of a farmer's crop were equally encouraging. Regardless of the size of the heads the large grains yielded, in the case of Mediterranean wheat, 30.4 bus. per acre, the medium grains, 22.9 bus. and the small grains, 24.5.

The country grain dealer will confer a favor on himself as well as on the farmer by not only cleaning the farmer's seed wheat free of charge but also providing himself with a set of sieves to separate the large grains as the choicest seed.



Seed Selection with Mediterranean Wheat. Types of Heads used. 1, large; 2, medium; 3, small.

bears the indorsement of Prof. Andrew M. Soule of the Tennessee Experiment Station. This is the selection of the larger kernels by sieving.

Growers possess great faith in the method of improvement by going into the field and selecting the largest and best heads; yet the results so obtained can be easily excelled by the elevator man by sieving. Prof. Soule observed that "The large grains in the general selection made by sifting out the choicest seed by means of hand sieves gave better results than the hand-picked, hand-threshed, and laboriously prepared and carefully preserved samples of the other selections. It seems evident from these returns that the largest and choicest grains are in the large heads, and should naturally be the best nourished and contain the largest supplies of plant food. If this be true they should produce the strongest and most vigorous plants. It has been held that a general selection of wheat by means of sieves would prove unsatisfactory. If future experiments demonstrate in accord with this year's, that the largest and plumpest grains are in the large heads and can be selected out by means of sieves, the farmer could very easily and simply improve the yield of his wheat four or more bus. per acre at practically no cost to himself."

The sieves used by the Tennessee Experiment Station in making the seed selections are shown in the engraving herewith, reproduced from a fotograf. A sieve of any kind may be used. Sieve No. 1 has 18 meshes to the inch; sieve No. 2, four; sieve No. 3, eleven; and sieve No. 4, three. The work of the sieves is shown by the contents of the tubes, illustrated in the engraving herewith. The wheat in tube No. 1 was sieved thru sieves Nos. 3 and 4, separating the large, medium and small grains seen in tubes Nos. 2, 3 and 4. By the use of these two sieves 50 per cent of the large grains (numbering 625 to the ounce), 30 per cent of the medium grains (numbering 834 per ounce), and 21 per cent of the small grains (numbering 1,230

ing. The large grains from small heads of Poole wheat made a crop of 28 bus. per acre, while the small grains from the same heads made 24 bus. per acre. The large grains from the large heads made 26.1 bus. per acre and the small grains from these large heads made only 16.5 bus. The engraving herewith shows the types of large, small and medium heads of Mediterranean wheat from which the seed was selected for the experiments. For the use of the accompanying engraving we are indebted to the Kansas Dept. of Agriculture, F. D. Coburn, Secy.

An Echo from the Past.

From a copy of the Decorah, Ia., Journal of 1857, we learn of the opening of a new shipping route for wheat. The notice follows:

NOTICE.

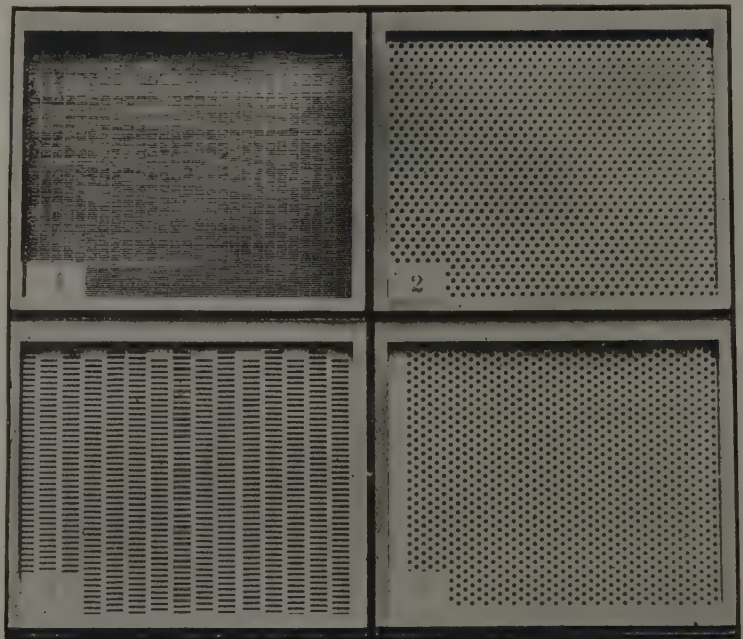
ARRANGEMENTS HAVE BEEN MADE BY the Milwaukee & Mississippi R. R., by which this company is now prepared to transport wheat from McGregor to Milwaukee at the reduced rate of 17½c per bushel, to be put on board the barge at McGregor by the shipper and will be handled at Prairie du Chien free of charge by the railroad company.—Edward P. Bacon, Gen. Frt. Agt.

Prairie du Chien, Sept., 15, 1857.

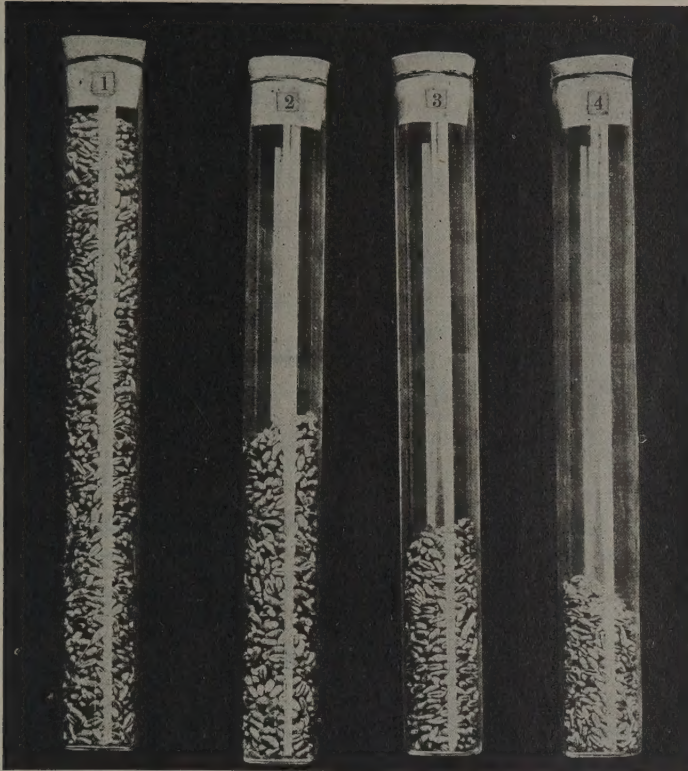
At that time the price of wheat in Decorah ranged from 28 to 45 cents, in cash, per bushel. In barter, merchants allowed the farmers 40 to 45 cents per bushel.

The early shipments from Calmar, a station nearby, to Prairie du Chien, were billed at the very low rate of 36 cents per bushel, not per hundred; so that the farmer who produced the grain did not realize very much on his product, even tho he accepted pay in barter.

Those who are disposed to be pessimistic regarding present-day conditions should meditate over the difficulties grower and shipper had to contend with 50 years ago, and throw their chewing rag away.



Sieves Used in Making Seed Selections.



Per Cent of Large, Medium and Small Grains from Fulcaster Wheat after being run thru Hand Sieves Nos. 3 and 4. (See page 356).

The Hungarian Ministry of Agriculture estimates the world's grain crops as follows: wheat, 3,014,000,000 bu.; corn, 2,960,000,000 bu.; oats, 3,363,000,000 bu.; rye, 1,440,000,000 bu.; barley, 1,333,000,000 bu. Yields last year—wheat, 3,194,000,000 bu.; corn, 2,823,000,000 bu.; oats, 3,406,000,000 bu.; rye, 1,641,000,000 bu.; barley, 1,063,000,000 bu.

Rope drives on the European plan, composed of several different ropes, require repairs about once a year. The American system of one long, continuous rope seldom requires repairs. The main drive of the big Pillsbury A mill at Minneapolis is a rope drive, and has run 3 years without being touched.

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Assets	\$1,500,000
Losses paid	1,000,000
Net cash assets	255,000

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On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing
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Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.
J. C. SHARP, Secretary, Des Moines, Iowa.

Millers' Mutual Fire Insurance Association of Illinois.

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a rainy day." Isn't that good advice? Well then, carry your insurance in this Company. In twenty-seven years of Underwriting we have saved about one-half of the cost of insurance to Policy-Holders. Think of what that means. Instead of paying \$100 a year only \$50. Isn't that good practice?

Cash Assets	\$ 167,000.00
Net Cash Surplus	97,000.00
Deposit Notes	1,025,000.00

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is sold on a competitive and some on a speculative profit proposition. We sell insurance on the merit of insuring, by themselves at the actual cost, only the best constructed, most profitable elevators.

One thousand grain dealers have found our proposition the most profitable to them for the present and the future. Others can join by writing to the

GRAIN DEALERS

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C. A. McCotter, Sec'y.

Supreme Court Decisions

Where a partner, having knowledge of a lien on the crop of a tenant, induced the tenant to sell the crop to a second partnership, of which he was also a member, and to use the purchase money to pay a debt due the first partnership, that firm was a participant in the wrong, and liable for the crop.—*Youmans v. Moore & Barnes*. Supreme Court of South Carolina. 48 South. 285.

Any presumption of payment of a crop mortgage from possession of the crops by the mortgager is overcome by evidence showing that the mortgager got possession of the crops from the mortgagees' warehouse, and shipped them without the mortgagees' knowledge or consent.—*Zorn v. Livesley*. Supreme Court of Oregon. 75 Pac. 1057.

Where a provision in a fire insurance policy requires the assured to keep a set of books concerning the insured property, and stipulates that in case of loss he shall produce them, or the policy shall be void, he is not excused from producing them by their destruction in the fire, where his own negligence contributed to cause their loss.—*Rives v. Fire Assn. of Philadelphia*. Court of Civil Appeals of Texas. 77 S. W. 424.

When a traveling freight agent of a common carrier, clothed with general authority to solicit freight business, * * * enters into a contract for a shipment of freight without disclosing to the shipper the conditions limiting his authority, the principal is bound by the act of the agent and is liable to the shipper for resulting damages.—*Baker & Pennistion v. Great Western R. R. Co.* Supreme Court of Minnesota.

Where goods are shipped by a vendor to a vendee, the vendor taking a bill of lading in which he is named both as consignor and consignee, which bill is indorsed in blank and attached to a draft on the vendee for the purchase price, the title to the goods does not pass to the vendee until payment of the draft.—*Portland Flouring Mills Co. v. British & Foreign Marine Ins. Co.* Circuit Court of Appeals, Ninth Circuit. 130 Fed. 860.

A bill of lading represents the property, and a bona fide title obtained through a pledge of the bill is as valid a title to the goods as can be obtained by actual delivery of the goods themselves, but, even though running to order or assigns, a bill of lading is not negotiable, and the rights arising out of its transfer correspond, not to those arising out of the indorsement of negotiable paper, but to those arising out of delivery of the property itself.—*Grayson County Bank v. Nashville, C. & St. L. Ry.* Court of Civil Appeals of Texas. 79 S. W. 1092.

The company is liable for the frauds and negligence of its agents and employees, in the course of their employment, and if those in charge of the company's cars, whose duty it was to assign or give them out, to be loaded with grain, deprived the plaintiff of the facilities of shipping his grain he should have had, he is entitled to such damages as he may have sustained therefrom. The company was bound to use due diligence in carrying the

grain taken to the place of destination, and if for want of such diligence the grain taken was not carried and delivered at Chicago, in the usual and reasonable time, the company is liable for the damages sustained, and if unreasonable delay is shown, the company to discharge itself, must show a reasonable excuse, arising from accident or other cause, not the consequence of negligence.—*Cutting v. R. R. & Nav. Co.* 30 Fed. Rep. 663.

In an action on a contract by which defendant acknowledged receipt of certain grain bags, and agreed to pay a stipulated price or account for all not shipped to plaintiffs, filled with grain, by a date mentioned in the receipt, testimony of defendant that, about the date mentioned in the receipt, he wrote a letter to plaintiffs, telling them where the bags were, and that they had better make some disposition of them, though the receipt of the letter is denied by plaintiffs, tends to show that defendant did account to plaintiffs for the bags; and hence a judgment for plaintiffs for the stipulated price of the bags, in the absence of a finding that there were bags in defendant's possession unaccounted for to plaintiffs, is erroneous.—*Curtin v. Ingle*. Supreme Court of California. 77 Pac. 74.

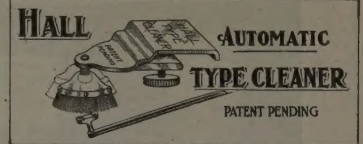
A railroad company issued bills of lading marked "Original," to each of which was attached a detachable copy, marked as such, and containing a statement thereon that it was not an original bill of lading, but merely a memorandum for filing, as an acknowledgment that a bill of lading had been issued for the goods described. Held, that such copies were not duplicate bills of lading, within the meaning of paragraph 6 of Schedule A of the war revenue act of June 13, 1898 (30 Stat. 458, c. 448 [U. S. Comp. St. 1901, p. 2304]), and were not required to be stamped; nor were they rendered such by the fact that in some instances the company recognized them in making deliveries to the consignee, waving the production of the original.—*Wright, Internal Revenue Collector, v. Michigan Cent. R. R. Co.* Circuit Court of Appeals, Sixth Circuit. 130 Fed. 843.

An arrangement between customer and brokers for bona fide contracts of purchase and sale of stocks by the brokers with third persons does not become a wagering contract unless there is a further agreement or understanding between the brokers and the customer that the bona fide deliveries contemplated between the broker and the third persons are not to be carried into effect between the brokers and their customer, and that, as between them, there is to be no other liability on either side than settlement of differences.—*Thompson v. Williamson*. Court of Chancery of New Jersey. 58 Atl. 602.

Japan has placed a war duty of 10 cents per sack on flour.

After 7 months the wheat in the Baltimore fire is still burning.

If this shortage in the wheat production of importing countries should coincide with a really short crop in the U. S. A., whilst Danubian countries have likewise short yields and Russia only medium at the best, it needs little of the gift of prophecy to be able to say that the markets will continue firm, at any rate until it is seen what Argentina, Australia and India will be able to give us from the crops to be harvested next December-March.—*Liverpool Corn Trade News*.



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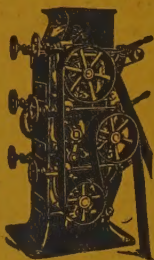
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room for records of 3,000 loads. Its column headings
are: Month, Day, Name, Kind, Gross and Tare, Net
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in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper,
ruled to meet the needs of the grain dealer's business. The
column headings are: Date Sold, Date Shipped, Car. No.,
Initials, To Whom Sold, Destination, Grain, Grade Sold,
Their Inspection, Discount, Amount Freight, Our Weight,
Bushels, Destination Bushels, Over, Short, Price, Amount,
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The book is 9½ x 12 inches and has spaces for recording
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